



## Minutes

---

<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	April 23, 2025
<b>Board Members Present:</b>	Tyler Frisbee Erin Graham Robert Kellogg Thomas Kim LaVerne Lewis Kathy Wai	<b>Board Members Absent:</b>	JT Flowers

---

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 9:51am.

### 1. Committee Reports

**Committee on Accessible Transportation (CAT)** – Director Graham provided a summary of the April 16 CAT meeting. CAT Chair Jan Campbell opened the meeting with members of CAT who attended the Transit Day at the Capitol on April 1 sharing their experience and the messages they shared with Legislators. Pat Williams, TriMet’s Director of Safety & Security provided an update on recent security initiatives, including the installment of blue light phones along the Banfield Corridor. Pat also reported that the elevator access control project now has added functionality to accept printed bus tickets with a new QR Code printed on the ticket. The project will continue to rollout to grade separated elevators along the alignment. The LIFT subcommittee provided several updates, including Transit Driver Appreciation Day, NEXT On-Demand service in Gresham, the new North Pole Studio artist bus wraps, and community-based eligibility assessments with the LIFT Eligibility team. Franklin Ouchida, 82nd Ave Community Advisory Committee co-chair, shared that the focus of current Community Advisory Committee efforts is on Business Access and Transit (BAT) lanes. CAT shared concerns on the time it takes for people with mobility impairments to cross wider intersections and asked for planning to be considerate of those needs. TriMet staff provided a number of updates including a proposal drafted by CAT for the 2025 Oregon Public Transportation Conference on best practices in developing public advisory committees, a summary from the APTA Mobility Conference provided by Eileen and an overview of TriMet’s 2026-2030 Business Plan from Alan Lehto. The next CAT meeting is Wednesday, May 21.

**Crash Advisory Committee** – Director Kellogg provided a summary of the April 14 Crash Advisory Committee meeting. Committee members reviewed and discussed the crashes they were assigned. Director Kellogg shared that a common reoccurrence causing accidents is members of the public getting in the right-of-way. He also shared that TriMet has a peer-to-peer counseling program, which is utilized before, during and after a crisis to help people deal with the emotional impact of distressing events.

**Tax Supervising and Conservation Commission (TSCC)** – Director Kim reported the TSCC hearing was successful in that the 2025-2026 Budget has been approved. A recording of the TSCC hearing is available at [www.youtube.com/@trimet](http://www.youtube.com/@trimet).

## 2. **General Manager Report**

### **Lines 17 and 96 Update**

Mr. Desue provided an update on the proposed changes to bus lines 17-Holgate/Broadway and 96-Tualatin/I-5. While doing outreach around these proposals, TriMet heard from many riders. Some expressed concerns that the changes would result in longer travel times and farther distances to reach stops. Current boardings on Line 96 are 35% of pre-pandemic levels. Current boardings on the northeast corridor of Line 17 are slightly higher at 36% of pre-pandemic levels. Those numbers are significantly lower than our average bus ridership, which has recovered to about 70 or 75% of pre-pandemic levels. If we see a significant increase in ridership in the next year, to about 51 to 52% of pre-pandemic levels, we will permanently defer the route changes we had proposed for those lines. We have to see the riders come back to these lines before making a final decision. We will continue to watch and monitor those bus lines for about the next year. Our scheduling staff must start building our bus line starting in March, for service in the second half of the year.

### **Ridership**

Mr. Desue shared an update on ridership for the month of March. TriMet provided more than 5.4 million trips in March. That comes out to about 1.2 million trips each week. We saw gains in ridership across all our fixed-route modes. Weekly bus ridership was up 2.5% from March of 2024. Weekly MAX ridership was up 4.4% from the same period last year. WES ridership increased 5.7% year-over-year.

### **Monthly Operations Analysis**

Mr. Desue introduced Les Spitler, Director of Transit System Support Services, to present the Monthly Operations Analysis. The new monthly report is evolving and now includes ridership analysis to eliminate duplication in reporting. A copy of the report can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

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

Mr. Desue invited Pat Williams, Director of Security and Emergency Management, 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).

### **STIF Legislative Update**

Mr. Desue provided an update on the State Transportation Improvement Fund (STIF) program. We continue to work with lawmakers to address TriMet's operating budget deficit by increasing the amount of state funding we receive from the STIF program. Just yesterday, I returned to the Capitol with several of my fellow transit agency leaders and met with the Co-Chairs of the Joint Transportation Committee, the Governor's office, the Speaker's office, and the Senate President's Office to help them understand what is at stake for TriMet and what is needed from the transportation package. The framework of that package proposes increasing the employee payroll tax that funds the STIF program by just 0.08%.

While the increase would bring additional operating revenue to TriMet, it is only a fifth of the increase that the Oregon Transit Association and TriMet have been seeking from the package. I have been joined in our advocacy efforts by members of TriMet's Committee on Accessible Transportation, my fellow transit general managers from around the state, and community groups that have shown up to advocate for more transit funding as part of the Oregon Transit Association lobby day. There is even more advocacy ahead as the Joint Policy Advisory Committee on Transportation will be going to Salem next Monday to advocate for a greater

investment in transit funding. That is important because without a larger increase, TriMet and our fellow transit agencies will need to make significant service cuts that could strand tens of thousands of Oregonians without the transportation service they rely upon.

### **82<sup>nd</sup> Avenue Project Steering Committee**

Mr. Desue provided an update on the 82<sup>nd</sup> Avenue Project Steering Committee's work. The 82nd Avenue Transit Project is continuing to build momentum. Mr. Desue shared that earlier this month he chaired the first meeting of the project's Policy and Budget Committee. This committee will provide strategic guidance to the project as we work to match the scope with the budget. It consists of leadership from each of the project's partner jurisdictions, Metro, PBOT, ODOT, and Clackamas County, and includes the chair of the project's Community Advisory Committee, or CAC. The team is working with peers at these jurisdictions almost daily as they advance the design and this includes our TriMet community affairs team. We have a big outreach effort in progress right now, asking for community feedback about potential business access and transit lanes, also known as BAT lanes. An online open house is ongoing, and there is an in-person open house and a CAC meeting tonight at PCC Southeast. When the Policy and Budget committee meets in early June, we will hear about how BAT lanes could affect 82nd Avenue, and what the community thinks. The committee will meet again later that month to provide recommendations about the extent of BAT lanes for the project. Meetings will continue, though less frequently, throughout the design phase and we will keep you updated as the design takes shape.

### **Consent Agenda**

- Approval of Board Meeting Minutes for March 26, 2025
- Resolution 25-04-17 – Authorizing a Modification of the Contract for Construction Project Management Services with Shiels Obletz Johnsen for the MAX Red Line Extension and Reliability Improvements Project

**Action:** Director Kellogg moved for approval of the Consent Agenda. Director Frisbee seconded the motion. The motion passed with unanimous approval.

## **4. Resolutions**

### **Resolution 25-04-18 – Authorizing a Modification of the Contract for Construction Manager/General Contractor Services with Stacy Witbeck, Inc. for the MAX Station Rehabilitation Project**

General Manager Desue discussed Resolution 25-04-18. This resolution addresses major improvements for the Northeast 82nd Avenue MAX Station. Just last week, crews began setting up for a major project to renovate the station, which is one of the oldest and most heavily used in our MAX system. The improvements will bring it up to a state of good repair and ensure it meets TriMet's current standards for safety, security and aesthetics. Mr. Desue then invited Robert Vance, Principal Project Manager for Engineering and Construction, to come forward and share plans for the 82<sup>nd</sup> Avenue Station and a timeline for the work. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org). Mr. Desue continued, noting the resolution authorizes a contract modification for \$4.7 million, plus a change order allowance of \$526,000. This brings the total contract amount to \$6.2 million. The Modification amount is included in the Engineering and Construction Division's FY2025 Budget and proposed FY2026 Budget.

**Action:** Director Frisbee moved for approval of Resolution 25-04-18. Director Kim seconded the motion. The motion passed with unanimous approval.

**Resolution 25-04-19 – Authorizing a Contract for Construction Manager/General Contractor Services with Just Bucket Excavating, Inc. for the Beaverton and Oregon City Transit Centers Project**

General Manager Desue discussed Resolution 25-04-19. TriMet received several federal awards back in 2022 for improvements to the Beaverton and Oregon City transit centers. Those federal funds will be matched with STIF and TriMet general funds to deliver significant upgrades at both locations, which will benefit riders and our employees. Mr. Desue introduced Mike Corrente, Senior Project Manager for Engineering and Construction, to present plans for the transit centers. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org). Mr. Desue continued, noting the resolution requests the Board's approval to award the CM/GC contract to Just Bucket Excavating. The firm was selected through a competitive RFP process. The resolution requests authorization of \$193,000 for pre-construction services. As with the previous resolution, the amount is included in the Engineering and Construction Division's current year and proposed FY26 budgets. TriMet will work with Just Bucket to develop a Total Contract Price that aligns with the construction budget.

**Action:** Director Graham moved for approval of Resolution 25-04-19. Director Kim seconded the motion. The motion passed with unanimous approval.

**Resolution 25-04-20 – Authorizing a Contract with Mass. Electric Construction Company for the Red Line Feeder Breaker and Station Control Cabinet Upgrade Project**

General Manager Desue discussed Resolution 25-04-20. This resolution deals with TriMet's Traction Power Substations. For the purposes of this resolution and the next, we will refer to the Traction Power Substations as T-P-S-S. The substations are vital to TriMet's MAX Service. They take renewable electricity from the regional power grid and convert it into "800-volt Direct Current" that makes our MAX trains go. Each TPSS has multiple components, including those that protect the light rail system from electrical overloads. There are five mainline TPSS that supply power for the MAX Red Line between Gateway Transit Center and Portland International Airport. At 25 years old, they have reached the end of their useful life. The original manufacturer no longer supports parts and services. Upgrading and modernizing these substations is essential to maintain safety and reliability along the Red Line. TriMet's Invitation to Bid resulted in two submissions, with Mass Electric submitting the lowest bid. Staff has recommended Mass Electric be awarded the three-year contract for the project in the amount of about \$1.5 million plus potential change orders up to about \$300,000 or 20% of the contract amount. The costs of upgrading and replacing these components is budgeted in the Maintenance of Way Department's annual capital budget and are included in TriMet's proposed FY26 budget.

**Action:** Director Kellogg moved for approval of Resolution 25-04-20. Director Frisbee seconded the motion. The motion passed with unanimous approval.

**Resolution 25-04-21 – Authorizing a Contract with Liberty Electric, Inc. for the Westside Blue Line Station Alarm Panel and AC Protection Relay Upgrade Project**

General Manager Desue discussed Resolution 25-04-21. This resolution is also related to TPSS. There are 20 mainline TPSS supplying propulsion power for MAX trains on the west side. At 30 years old, they have reached the end of their useful life. Additionally, replacement parts and repair services are no longer offered by the original equipment manufacturer. Our Maintenance of Way team has determined that upgrading and modernizing components of the TPSS is essential to maintain safety and reliability along the MAX Blue Line. TriMet issued an Invitation to Bid on this work. Liberty Electric, Inc. submitted the lowest bid. It was found to be fair and reasonable in comparison with TriMet's Independent Cost Estimate. Therefore, staff recommends award of the three-year contract to Liberty for \$2.7 million. That amount includes 15% for

possible change orders. Costs are budgeted elements of the Maintenance of Way Department's annual capital budget and are included in TriMet's proposed FY2025 Budget.

**Action:** Director Frisbee moved for approval of Resolution 25-04-21. Director Graham seconded the motion. The motion passed with unanimous approval.

#### **Resolution 25-04-22 – Authorizing a Contract with Portland Patrol, Inc. to Provide Revenue Collection Services**

General Manager Desue discussed Resolution 25-04-22. TriMet has 167 of our new fare vending machines that hold cash from purchases of Hop cards. TriMet's money room personnel assign our current revenue collection contractor a daily servicing schedule for the machines. The contractor services between 15 and 20 machines daily. It takes a two-person crew about eight hours to complete the work. In addition to collecting cash from the Hop fare machines, the contractor collects mobile vaults containing fare revenue from our three bus operations facilities, as well as paper currency from the Customer Support Center in Downtown Portland. The current contract will expire in November. TriMet used a competitive Request for Proposals process to select a new contractor. Portland Patrol Inc. was the highest scoring firm and represented the best overall value to TriMet. Their proposal was found to be fair and reasonable and came in under TriMet's Independent Cost Estimate. Portland Patrol Inc.'s proposed annual price is also within the proposed FY2026 Budget for the Finance and Administrative Services Division. The proposed contract is for a five-year term.

**Action:** Director Kim moved for approval of Resolution 25-04-22. Director Frisbee 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 25-04-23 – Adopting Updated TriMet Contract Review Board Rules**

General Manager Desue discussed Resolution 25-04-23. The Oregon Public Contracting Code authorizes the Board to constitute itself as the TriMet Contract Review Board (TCRB). In that role, the TCRB exempts certain contracts from the Code's competitive bidding requirements. The Board exercises its authority as the TCRB under TCRB rules it adopts by resolution. The TCRB last amended its rules in 2014, in response to changes in the Code. The Oregon Legislature recently amended the Code once again to raise certain dollar thresholds applicable to all public agency procurements. TriMet Procurement and Legal staff determined the TCRB rules should be amended and reorganized to incorporate the latest changes, eliminate redundancies and facilitate their use. The proposed and current rules were both provided to the Board for review last month and are attached and outlined in your packet as well. These changes provide TriMet staff with greater flexibility to procure goods and services and continue to protect the public interest and encourage full and open competition.

**Action:** Director Graham moved for approval of Resolution 25-04-23. Director Frisbee seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Lewis adjourned the meeting at 11:23am.

5. **Briefing**

**TV Highway Transit and Safety Project**

President Lewis introduced David Aulwes and Bernadette Le to provide a presentation on the Tualatin Valley Highway Transit and Safety Project. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

Respectfully submitted,

*Falesha Thrash*  
Falesha Thrash, Board Administrator and recording secretary