



## Minutes

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<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	July 23, 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](http://trimet.org/meetings/board).

Following Public Forum, President Lewis called the business meeting to order at 9:20am.

### 1. Committee Reports

**Committee on Accessible Transportation (CAT) Annual Luncheon** – Director Graham provided a summary of the July 16 CAT business meeting. The committee received a report from Safety and Security including staffing updates, introducing a new smart phone app and updates to the Safety Response Teams. CAT also heard updates from several subcommittees. The LIFT subcommittee provided an update on the LIFT eligibility team's efforts to reduce barriers to obtaining paratransit eligibility. The Fixed Route subcommittee is seeking an internal update on the efforts to improve safety on the Outer Powell corridor. The Wayfinding subcommittee provided an update on FY26 goals, challenges in wayfinding, safety concerns, a need to receive push notifications for service detours, changes and stop closures and the launch of the pilot for Aira livestream visual navigation. The 82<sup>nd</sup> Ave Community Advisory Committee announced they are taking the summer off and will resume meetings in September. CAT also received a number of TriMet staff updates. Eileen Collins Turvey provided an update on the upcoming pilot project the Accessible Transportation Program (ATP) is launching with Aira. She also provided an update on coordination efforts the ATP team is undertaking with Accessible Transportation Fund Advisory Committee (ATFAC) partners to coordinate several services. Nik Whitcomb, TriMet Community Affairs and Engagement Coordinator provided an update on the TV Highway Project. CAT members were reminded of the upcoming 35<sup>th</sup> Anniversary of the ADA Celebration from 10:30am – 2:00pm at the Jan Campbell Transit Mobility Center on Friday, July 25. The next CAT business meeting is scheduled for September 17.

**Metro Policy Advisory Committee (MPAC)** – Director Flowers provided a summary of the June 25 MPAC meeting. The committee received an update from Metro staff on the Placemaking Grants Program. The committee had two action items for endorsement: the Locally Preferred Alternative for the Montgomery Park Streetcar Extension, and the Locally Preferred Alternative for the Tualatin Valley Highway Transit and Safety Project. MPAC's endorsement of these transit investments will move to Metro Council for a formal

recommendation. MPAC members were provided updates on the appointment of the Future Vision Commission, the Metro Council's charge for that body, and the next steps in the project process. The next MPAC meeting is tonight, July 23.

**APTA Rail Conference** – President Lewis provided an overview of her experience attending the APTA Rail Conference in San Francisco this June. Key takeaways from the conference for President Lewis included agencies telling their stories within their communities and how we build our infrastructure and a common theme throughout the conference of doing more with less. Another takeaway was the negative perception of safety in our communities and how other transit agencies are addressing that. One shared dissatisfaction among agency's customers is the public's observation of fare evasion. At the conference, TriMet also received for the third consecutive year the Gold Award. Executive Director of Safety and Security Andrew Wilson accepted the award on behalf of TriMet and shared more details about the award.

**APTA Board Member Conference** – Director Graham shared details on her experience at this year's APTA Board Member Conference in Kansas City, Missouri. Common themes discussed among agencies who attended were transit safety and federal funding landscape and predictions. The majority of the conference focused on governance within agencies; models of governance in partnership with the General Manager and how boards can strategically guide agencies through this kind of landscape. President Lewis also attended the conference and shared that the TOD tour was a highlight of her experience, including visiting multiple sites for affordable housing and a hotel the agency purchased in preparation for more revenue and job opportunities while the city hosts the World Cup.

**FY25 General Manager Deliverables** – President Lewis introduced Senior Director of Planning, Alan Lehto, to provide a report card on the General Manager's FY25 Deliverables. The 15 different deliverables are the performance objectives the Board set for the General Manager last year and cover the period of July 1, 2024 through June 30, 2025. A copy of the report presented by Alan can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

## **2. General Manager Report**

### **TriMet Budget Update**

General Manager Desue provided an update on actions being taken to balance the budget. As you know, TriMet is currently operating in a financial deficit and yes, we are using reserves to cover the deficit. Those reserves buy us time, but they are not unlimited. Without meaningful action, we are facing a significant fiscal cliff as we approach the 2030–2031 timeframe. This cliff will only worsen, and the cuts will only deepen, if no action is taken. While the Oregon Transportation Bill would have helped address some of our long-term needs and bought us more time to act, even with the bill's passage we would have been left with a funding gap. We are faced with a \$300 million structural deficit that must be solved and we cannot wait. That's why I'm taking swift and deliberate actions to balance our budget, both for today and for the long-term sustainability of our agency.

This Board has already taken the first step by adopting a Fiscal Year 2026 budget that includes significant reductions to discretionary spending and operational adjustments. That budget helps lower the projected deficit and begins a multi-year approach to fiscal recovery. TriMet is committed to achieving a balanced budget by the start of Fiscal Year 2029, July 1, 2028. A balanced budget means our expenditures are equal to or less than our revenue, meaning we're not spending more money than we are bringing in. To do this, we'll use a combination of targeted spending reductions and look to bring in additional revenue. But we are also making some tough decisions, starting with service changes this winter, and again in March 2026.

To solve our \$300M deficit, we are looking to:

- Save \$159M through service reductions
- Save \$93M through operational spending reductions...these are costs not associated with service
- Develop \$48M in additional revenue

We plan to reduce our overall service by about 10% by fall 2027, with the potential for deeper reductions beyond that if we don't balance our budget. With the cuts to MAX and bus service, we will also have associated service cuts on our LIFT paratransit service. These changes are difficult, but also necessary. We know they impact our riders, and we will work to communicate these changes clearly and compassionately.

We will begin this fall with:

- Cutting frequencies in the evenings and mornings on some Frequent Service bus lines
- Cutting frequencies on the FX2-Division at night
- And cutting frequencies for up to eight other bus lines

Another round will come in March 2026 and we plan to go out this fall to engage the community about those service reductions. Potential cuts could include eliminating some bus lines, cutting service in the evenings on other bus lines, and routing efficiency changes to others. We may truncate MAX Green Line service so that it only serves between Clackamas Town Center and Gateway where riders will need to transfer to continue on. We will also be working on additional cuts to follow that would bring our overall total service reduction to 10% on bus and MAX by fall 2027.

That could include:

- Cuts in frequencies on at least a dozen bus lines
- The elimination of additional lines or portions of bus lines
- A cut in frequencies on all MAX lines during some parts of the day

We're also trimming costs across the agency, not just in operations tied to service. There will be no new discretionary programs for the next three years, meaning budgets will not grow except for contractual obligations. We're actively reviewing contracts and identifying process efficiencies. As service levels decrease over the next two years, our workforce needs will also be reduced. We will need fewer operators, maintenance staff, and support personnel to meet our operational needs. As feasible, we will work to allow operations staffing reductions to happen through normal attrition, due to actions like promotions, resignations, and retirements. Unfortunately, some layoffs are likely, including on the administrative side where we are doing an overall staffing analysis to right-size the agency. We're also making a long-overdue commitment to our State of Good Repair backlog, ensuring TriMet infrastructure is maintained safely and responsibly. But even with this plan, we still need \$700 million over 15 years to support capital investment and fleet replacement needs.

Revenue will also need to be part of the solution. We plan to propose an adult fare increase of 20 cents to become effective fall 2028, in alignment with our Strategic Financial Plan fare policy. We'll also continue pursuing a STIF increase through legislative means and we hope to receive the support of the governor. We are also looking at other areas where we are able to generate more revenue. You'll hear more about this in the weeks and months ahead. I will be sharing this plan with our employees, lawmakers, the community, and the media, starting today. We understand that these are difficult decisions, and we don't take them lightly. As we move through this process, we're committed to doing it with care, compassion, and transparency. That means listening to our riders, our community and engaging our employees, and being thoughtful about every step we take, so that even in the face of challenges, we can continue to serve this

region safely, reliably, and responsibly now, and well into the future. By acting now, we are putting TriMet on a stable path forward, so thank you. A copy of the General Manager's presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

#### **Consent Agenda**

- Approval of Board Meeting Minutes for June 25, 2025
- Resolution 25-07-37 – 2025-26 Board Member's Code of Conduct
- Resolution 25-07-38 – TGM Grant to Update the Bike Plan

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

#### **4. Resolutions**

##### **Resolution 25-07-39 – 2025 Coordinated Transportation Plan**

General Manager Desue discussed Resolution 25-07-39. TriMet is the state-designated "Qualified Entity" for the tri-county area. As such, we oversee the distribution of state and federal funds for public transportation services designated for seniors, people with disabilities and those on a low-income. Federal and state law requires TriMet to adopt a Coordinated Transportation Plan every 5 years. The Plan fosters coordination among service providers across the tri-county region, outlining priorities and actions that improve service efficiency, cost-effectiveness and the overall rider experience. The updated Plan before you was developed by TriMet staff in consultation with the Accessible Transportation Fund Advisory Committee. The Board established the advisory committee in February 2024. Its purpose is to assist us in developing the Plan and allocating available funds for transportation services and programs for older adults and people with disabilities. The 2025 plan update intends to meet both state and federal requirements simultaneously. Mr. Desue introduced Senior Director of Planning Alan Lehto and Director of Mobility Planning and Policy Tom Mills to present the priorities of the updated plan. 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 25-07-39. Director Graham seconded the motion. The motion passed with unanimous approval.

##### **Resolution 25-07-40 – Raimore/Sundt Joint Venture CM/GC Services Contract for 82nd Avenue Transit Project**

General Manager Desue discussed Resolution 25-07-40. The 82nd Avenue Transit Project will provide Frequent Express bus service along 10 miles of the 82nd Avenue corridor. It will run between Clackamas Town Center and Northeast Portland, where there will be an FX station and bus layover space integrated into the Cully Neighborhood. 82nd Avenue is currently served by TriMet's Line 72-Killingsworth/82nd... a bus line that holds a distinction as both the busiest and most delayed in our entire network. The project will improve travel times and service reliability using proven features like transit signal priority, stop consolidation, 60-foot, articulated buses and more. The Board approved Resolution No. 25-03-16 at its March meeting, exempting this solicitation from ordinary low-bid requirements. This allowed TriMet to use a competitive RFP process to select a CM/GC services contractor for the project. We received three proposals determined to be responsive to the RFP, and they were scored by the Evaluation Committee according to the established criteria. Raimore/Sundt Joint Venture was the highest-scoring firm. The Board's adoption of the Resolution will authorize the award of the CM/GC services contract to Raimore/Sundt Joint Venture, including about \$800 thousand for pre-construction services. We will return to the Board for approval to award an additional amount for construction services once the parties agree to the Total Contract Price. The funds for the pre-construction services are included in the FY2026 budget for the

Engineering and Construction Division, and funds for the contract will continue to be included in future proposed budgets.

**Action:** Director Flowers moved for approval of Resolution 25-07-40. Director Frisbee seconded the motion. The motion passed with unanimous approval.

**Resolution 25-07-41 – Design Services Contract with HDR for TV Highway Transit & Safety Project**

General Manager Desue discussed Resolution 25-07-41. The TV Highway Transit and Safety Project will lay the groundwork for what will be our third TriMet FX bus line. The Project largely follows the Line 57-TV Highway/Forest Grove route... which travels more than 16 miles between Beaverton and Forest Grove and is the highest ridership bus line in Washington County. TriMet will be the lead agency for the TV Highway project, leading both project design and construction. Using a Qualifications-based procurement process for the design services, we received two proposals and interviewed both firms. Following the interviews, TriMet's Evaluation Committee agreed that HDR was the most qualified firm. Direct labor costs and overall contract value were negotiated after the contractor was selected, per the Qualifications-based selection process. The resolution authorizes an award of 6-year contract to HDR for an amount not to exceed \$17.25 million the negotiated amount is within the budget established for the project. Funds are committed in the FY2026 budget for Engineering and Construction. Funding will continue in future proposed budgets, including contributions from project partners.

**Action:** Director Graham moved for approval of Resolution 25-07-41. Director Flowers seconded the motion. The motion passed with unanimous approval.

**Resolution 25-07-42 – Contract with ISC for Rail Vehicle Mobile CCTV Replacement Project**

General Manager Desue discussed Resolution 25-07-42. TriMet operates six light rail vehicle fleets, ranging from the Type 1 through Type 6 for MAX. We also operate WES Commuter Rail between Beaverton and Wilsonville. All MAX and WES trains are equipped with mobile CCTV communication systems. This project will retrofit the CCTV systems installed in our Type 3, 4 and 5 MAX LRVs and our 8 WES train cars. Those camera systems are reaching the end of their useful life and no longer provide the functionality that TriMet needs. The resolution would authorize a contract to ISC in an amount of about \$8 million, plus a change order of 10%, over the life of the 2-year contract. Mr. Desue introduced Vehicle Engineering Project Manager Todd Millett, to provide a closer look at the systems we're talking about and why we are not tackling all of them at once. 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 25-07-42. Director Graham seconded the motion. The motion passed with unanimous approval.

**Resolution 25-07-43 – Contracts (3) for Temporary Technical Staffing Services for IT Division**

General Manager Desue discussed Resolution 25-07-43. TriMet's IT Division uses contracted services for temporary projects and other business needs, including the ability to give the team some flexibility. With access to temporary staff, the division can more easily adjust technical resources and specialized expertise, and speed up project delivery. TriMet may also rely on contract staffing in instances where project funding includes an allowance for labor but does not necessarily create a TriMet position to carry out the work. And finally, the IT Division relies on contract staffing as a way to increase staffing to meet operational needs during intensive periods – such as heavy recruitment. TriMet currently has contracts with three vendors for these services. They are Kelly, Lexicon and Triad. The contracts were procured in 2020. The contracts were modified considerably in the years since, and TriMet is currently approaching the value ceilings on all three.

With the contracts' expiration less than a year away, we decided to procure new contracts rather than seek additional modifications. A competitive RFP process resulted in 52 responsive proposals. After initial evaluations, 49 proposals were removed from further competition. The proposals of the remaining firms: Lexicon, Triad and Vanderhouvern, scored very high and represented the best values to TriMet. All three firms have existing working relationships with TriMet in divisions across the agency. Rates from the three proposals were found to be fair, reasonable and within range of TriMet's Independent Cost Estimate of \$5 million per contract, for a 5-year contract term. The total amount paid under each contract will be based on TriMet's actual requirements, and the amount of services provided by each vendor. Funds for these contracts will be drawn from Board-approved budgets for each fiscal year and from a variety of budget lines, including general and project funds. Approval of the resolution will not incur any additional financial impact.

**Action:** Director Graham moved for approval of Resolution 25-07-43. Director Flowers seconded the motion. The motion passed with unanimous approval.

**Resolution 25-07-44 – Resolution No. 25-07-44 - Authorizing a Contract with Ready Credit Corporation for Hop Fastpass® Retail Network Services**

General Manager Desue discussed Resolution 25-07-44. Back in 2014, TriMet executed a contract with Ready Credit Corporation to implement and operate Hop Fastpass retail network services. These services are used to sell and add value to Adult, Honored Citizen and Youth Hop cards, with about 350 retailers across the metro area. Ready Credit's services provide direct integration among the four major payment networks; Ready Credit's own back-office system; and the Hop back-office system. TriMet conducted a comparative process for implementation and provision of the services before awarding the contract to Ready Credit 10-years ago. The current contract with Ready Credit will expire on August 31, 2025. Before the current contract was to expire, we conducted market research to determine what kind of competition existed in the marketplace for these services. That market research identified only one potential competitor, and no other business that provides direct retail integration with the four major payment networks. The potential competitor also does not accept cash payments, which would significantly reduce the ability of many riders to purchase fare cards. Given the lack of competition in the market and the substantial costs associated with converting to a new system, TriMet staff recommend a sole source contract with Ready Credit Corporation in an amount not to exceed \$600 thousand, to provide another 2 years of service. In accordance with the revised TCRB rules, sole source contracts can only be issued for a 2-year period. Despite the \$600 thousand contract amount, payments TriMet makes to RCC will be determined by the number of Hop cards sold.

**Action:** Director Flowers moved for approval of Resolution 25-07-44. Director Wai seconded the motion. The motion passed with unanimous approval.

## **5. HOUSEKEEPING MATTERS**

President Lewis addressed the FY25 General Manager Evaluation and the FY26 General Manager Performance Objectives. As we heard earlier, the General Manager has met or exceeded every single one of his fifteen FY25 deliverables that the Board set last year. We will be taking this report and the results into consideration as the Board prepares the GM's formal evaluation, which will be presented at the September 2025 board meeting. Also, between now and the September board meeting the board will also be working with the GM to establish his FY26 deliverables. These, too, will be presented at the September 2025 board meeting.

Hearing no further business, President Lewis adjourned the meeting at 11:40am.

**6. BRIEFING**

General Manager Desue introduced John Gardner, Executive Director for Public Access and Innovation, to provide updates to our Language Access and Title VI programs. Mr. Gardner was joined by two members of his team to help provide details on each of the programs; Jake Warr, TriMet's Title VI Program Manager and Christina Bonilla, TriMet's Language Access Program Manager. A copy of the presentation can be located in the meeting archives at [www.trimet.org](http://www.trimet.org).

Respectfully submitted,

*Falesha Thrash*

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Falesha Thrash, Board Administrator and recording secretary