



## Minutes

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<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	February 25, 2026
<b>Board Members Present:</b>	JT Flowers Tyler Frisbee Erin Graham Robert Kellogg Thomas Kim LaVerne Lewis - virtual	<b>Board Members Absent:</b>	

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Following Public Forum, Vice President Kim called the business meeting to order at 9:24am.

### 1. Committee Reports

**Committee on Accessible Transportation (CAT)** – Director Graham provided a summary of the February 18 CAT business meeting. Long-time accessible transportation advocate, Claudia Robertson, Vice Chair of CAT since 2001, passed away earlier this month. Members of CAT, the public and members of the Accessible Transportation Fund Advisory Committee shared moving tributes and stories about Claudia and reflected on her lifetime of advocacy, her depth of knowledge, passion for accessibility and her commitment to mentoring accessibility leaders. The LIFT Subcommittee update was shared including a number of changes to LIFT service in light of the budget reductions at the agency. The Wayfinding Subcommittee update was mostly focused on the Web Content Accessibility Guideline updates being made to TriMet.org, as well as an update on the pause in adding additional Falcon Devices that assist visually impaired riders to receive audio content of the information on digital displays. Community Advisory Committee Chair, and CAT member Franklin Ouchida, shared the 82nd Ave Community Advisory Committee update. Newly elected Community Advisory Committee Chair and CAT member Annadiana Johnson shared the TV Highway Community Advisory Committee (CAC) update.

With Claudia's passing, there was a vacancy on the CAT Executive Committee for Vice Chair and the Nominating Committee recommended Patricia Kepler to fill the interim vacancy until Executive Committee elections are held later this fiscal year. Richard Hunter was also nominated to serve as the Executive Committee Member at Large. The nominations were passed unanimously. TriMet staff shared updates on new committee applicants with over 20 interviews scheduled for new members. Justin Rossman, TriMet Senior Coordinator of Community Engagement Programs, also shared an update on The APD Advocacy Award which is a new biennial award from the Oregon Department of Human Services (ODHS) Office of Aging and People with Disabilities (APD) that recognizes community-rooted advocacy across Oregon. It was

noted that in the Monthly Fixed Route Report from TriMet, ADA Pass-ups on fixed route buses increased 33% from the prior year. The next CAT business meeting is scheduled for March 18.

**Metro Policy Advisory Committee (MPAC)** – Director Flowers provided a summary of the January 28 MPAC meeting. The Committee continued to discuss the Future Vision effort. The project team has a robust engagement strategy and is preparing for the launch of the first broad public engagement window starting in March. Metro staff then provided a foundational briefing on the region’s economy and how Metro has historically prioritized economic development. Lastly, Metro housing staff provided an update on the Supportive Housing Services (SHS) initiative that provides many services across the region. To date, over 9,000 households have been placed in housing, over 19,000 homelessness preventions have been made, and nearly 2,500 shelter units have been created. In December, Metro Council approved an ordinance that consolidates two oversight bodies into one, and a resolution outlining work plan reform actions to ensure alignment, effectiveness, and responsiveness with community needs. The next MPAC meeting is tonight, February 25.

**Finance and Audit Committee (F&A)** – Director Kim shared a summary of the February 19 F&A meeting. First, CFO Nancy Young Oliver presented an upcoming FY26 Budget Transfer that will transfer a total of \$28M into Maintenance and IT from other division budgets and also some from contingency. This budget transfer will come before the board in March via resolution for approval. Nancy then presented the FY27 financial forecast update. She provided an overview of the state of the economy, resources, requirements and our ten year forecast at a glance. The balanced budget scorecard will be updated and shared with Board members at a future meeting. The Committee then received an overview of the various pass-through payments TriMet receives. The presentation highlighted Federal 5310 Formula funds and the total STIF biennium funding we receive and how those funds are shared with pass-through agencies or Public Transportation Service Providers. The presentation defined straight-pass through payments where TriMet is a conduit and other pass-through funds that are in essence sub-awards to sub-recipients. It was then shared that the FY2025 Audit of Federal Awards (Single Audit) was completed in January by our external auditors, Eide Bailly. There were no findings or instances of non-compliance or significant deficiencies. The Single Audit report is posted on our public website. The last agenda item was an update on the FY26-27 STIF Plan Amendment that will come before the Board today. ODOT allows us to do STIF amendments annually and this amendment will be updating carryover funds to true-up our estimates to actual amounts. The amendment is not increasing revenues. The next F&A Committee meeting is scheduled for March 26.

## **General Manager Report**

### **January Ridership**

Mr. Desue provided an overview of ridership for the month of January. TriMet provided 5.2 million rides in January. Year-to-year, our ridership for the month is statistically unchanged. In practical terms, ridership was statistically flat year over year, demonstrating stable demand for our system. Weekend bus service was the bright spot for the month. Bus ridership increased 3.5% compared to last year. Frequent Service bus lines saw an even bigger increase of 4.2%. We also saw a 3.6% increase in bus ridership during typical rush hour periods. Ridership on the MAX system, however, continues to show some decline. With about 1.7 million rides in January, overall MAX ridership was down about 2% from this time last year.

### **Monthly Operations Analysis**

Mr. Desue introduced Les Spitler, Director of Transit System Support Services, and Katherine Keeling, Senior Analyst for Operations and Planning, to present the Monthly Operations Analysis. A copy of the report is located in the meeting archives at [www.trimet.org](http://www.trimet.org). Before continuing, Mr. Desue mentioned that we are

foregoing the monthly Safety and Security update as Chief Safety & Security Officer Andrew Wilson will be providing his Annual Report during the briefing, following this business meeting.

### **82nd Avenue Transit Project – Next Steps**

Mr. Desue provided an update on the 82nd Avenue Transit Project. On February 13, during a meeting of the project's Policy & Budget Committee, Mr. Desue shared his decision on the extent of BAT lanes to pursue as part of this transformational transit project. The team was directed to maximize BAT lanes wherever feasible, while addressing community concerns, managing risks, and positioning us to secure federal funding. By directing the team to advance design for BAT lanes on all seven miles of 82nd Avenue between Lombard and Clatsop, except at the intersection with Powell Boulevard, we made clear our commitment to the desired outcomes of the project, while being clear-eyed and upfront about potential risks. Mr. Desue said the bottom line is that BAT lanes are a win for transit and this is the right decision for the project. He shared his gratitude to the members of the Policy & Budget Committee for their dedication and commitment to work together through community questions and their own concerns, to share insight and offer solutions. Mr. Desue stated we are in a critical window now to align on how we move forward to address the current funding gap brought on by the expanded length of BAT lanes, which is estimated at \$8 to \$10 million dollars. Our partners are on board; they understand and have accepted the challenge of working together to identify that funding by July. A study on the economic impact on the businesses along 82nd where BAT lanes are proposed is also moving forward. With support from Metro, the work will be led by the 82nd Avenue Coalition along with the Portland Metro Chamber. We received a medium-high rating from FTA, and just a couple weeks ago, FTA assigned a "project management oversight consultant" to work with our team to demonstrate project readiness for federal funding. We are no longer in the planning phase, and now we must be laser-focused on project delivery to be successful.

### **Transit Funding Task Force**

Mr. Desue discussed House Bill 4008. He stated that TriMet is leaving no stone unturned as we work across the organization to solve our annual budget gap. While reducing spending across the board, we are also working to identify new and sustainable sources of revenue. That is why TriMet is working with lawmakers on HB 4008, a bill in the Oregon Legislature that would create a statewide Transit Funding Task Force. The ATU as well as fellow Oregon transit agencies and partners are showing strong support for such a task force. The bill successfully moved out of the House Transportation Committee with bipartisan support, signaling a strong willingness from the Legislature to work seriously on the transit funding problem in the interim before the 2027 session.

### **Service Cuts – What's Next**

Mr. Desue reviewed the timeline for making decisions on proposed service cuts. He reinforced that TriMet continues to engage the community around service changes and cuts proposed to begin later this year. Service cuts are always a last resort, but this is a necessary step to bring service in line with our resources and help close our budget gap for the future wellbeing of our agency and our region. Mr. Desue stated that TriMet has taken great care to connect with people who rely on our service and hear how the proposed changes may affect their travels. In fact, we received more than 8,100 responses to the survey we launched in January. Mr. Desue shared that the Planning team is making adjustments to a few of the proposed changes shared last month. The revised service proposals will be shared with the public two weeks from today, on Wednesday, March 11. They will be posted on <https://trimet.org/servicecuts/>. Then, the following week, on Wednesday, March 18, the Board will host a special listening session for riders and community members to share additional feedback on the updated proposals. The Board is scheduled to have its First Reading of the service plan ordinance that captures those proposals, as well as hold a Public Hearing on the ordinance, at the March business meeting on Wednesday, March 25. The Board is anticipated to vote on the service ordinance at the April 22 meeting.

## **Consent Agenda**

- Approval of Board Meeting Minutes for January 28, 2026
- Resolution Directing Ordinances to be Read by Title Only
- Resolution 26-02-04 - Authorizing Contract Modifications with Stacy Witbeck, Inc. and Raimore Construction for Mechanized Track Maintenance Services

**Action:** Director Graham moved for approval of the Consent Agenda. Director Kellogg seconded the motion. Director Frisbee was absent from the vote. The motion passed with five votes in favor and one absent.

## **4. Resolutions**

### **Resolution Honoring Claudia Robertson**

Vice President Kim addressed a special resolution regarding the late Claudia Robertson. Ms. Robertson, who passed away last month, served on TriMet's Committee for Accessible Transportation for twenty years. Vice President Kim read the resolution in its entirety. Director Flowers moved for approval of the Resolution Honoring Claudia Robertson. Director Graham seconded the motion. Before voting on the resolution, Vice President Kim invited General Manager Desue to speak. Mr. Desue shared with the recent passing of Claudia Robertson, TriMet lost a long-time friend, an advocate for our riders and an ally of people experiencing disabilities. Through her work on the Committee for Accessible Transportation, Claudia influenced policies and changes that made our transit system more inclusive and equitable for all. Claudia's family has been part of TriMet, quite literally, for decades, and they will be with us for years to come. The Robertson Tunnel, the deepest transit tunnel in North America and a critical part of our MAX system, is named for Claudia's husband, Bill Robertson. He formerly served as President of the TriMet Board of Directors. To this day, their son Dave Robertson works as the Chief Public Affairs Officer for the Port of Portland. What a meaningful family legacy of public service and transportation. Mr. Desue then shared his thanks to Dave for taking time to be here with us this morning, along with his siblings, Mark and Mary. Claudia served on the CAT until her passing late last month. She worked side-by-side with Jan Campbell, a founding member and long-time chair of the CAT. Mr. Desue invited Jan along with Eileen Collins Turvey, our Director of Accessible Transportation Programs, to share a few words about Claudia. A recording of Jan Campbell and Eileen Collins Turvey's words of remembrance can be found in the meeting archives at [www.trimet.org](http://www.trimet.org). The motion to approve the Resolution Honoring Claudia Robertson passed with unanimous approval.

### **Resolution 26-02-05 – Authorizing a Modification to the Design Services Contract with KPFF, Inc. for the 82nd Avenue Transit Project**

Mr. Desue discussed Resolution 26-02-05. At the June 2024 meeting, the Board approved a contract with KPFF for the design services for the 82nd Avenue Transit Project in the amount of \$17.5 million dollars, over a six year term. The resolution requests Board approval for a modification to increase the authorized amount by \$12.5 million dollars, bringing the total contract amount to \$30 million dollars. The 82nd Avenue Transit Project is currently in 60% design, with this phase of the project expected to wrap this summer. As design has progressed, the scope of the work has grown beyond what was outlined in the original RFP, and there are three main drivers of that increase.

First, PBOT Betterments: Starting in 30% design, TriMet agreed to include separate PBOT Major Maintenance Project scope as a betterment to the KPFF Contract. Under the Betterment IGA with the city, TriMet will manage design through 100% and construction, with the city reimbursing TriMet's costs, including design services, during construction. The projected design cost is about \$7.5 million dollars and these costs will be reimbursed by the City of Portland.

Second, TriMet betterments: Mr. Desue provide that we are also reviewing opportunities to fold in scope from other planned TriMet projects that overlap or interface with the 82nd Avenue Transit Project. These are funded internally with TriMet capital funding, separate from the core Project budget. The projected cost is about \$450,000 dollars.

And third, Expanded transit design efforts: Additional design work is needed to meet federal funding requirements, respond to agency and community interests, and to reflect an increased, established project budget. This includes BAT lanes and reflects the decision to maximize BAT lanes on all seven miles of 82nd between Lombard and Clatsop, with the exception of the intersection with Powell Boulevard. It also reflects a change in project scope and budget that increased from the original 2024 RFP amount of \$315 million dollars to the revised budget and scope totaling \$346 million dollars. The projected cost of that additional design work is \$4.5 million dollars and will be paid for by the project.

There are no planned changes to TriMet's financial share of the 82nd Avenue Transit Project. TriMet's funding contribution commitments to the overall project remain unchanged. It is important to note that the overall projected cost of the 82nd Avenue Transit Project is approximately \$346 million dollars, about \$150 million of which is anticipated to be provided by a FTA grant. The requested modification is included in the current, approved FY2026 Capital Improvement Program budget for the Engineering and Construction Division, as well as the proposed FY 2027 CIP budget, and will continue to be included in future, proposed FY budgets.

**Action:** Director Frisbee moved for approval of Resolution 26-02-05. Director Graham seconded the motion. The motion passed with unanimous approval.

**Resolution 26-02-06 and Resolution 26-02-07** – Vice President Kim addressed two resolutions that were next on the agenda, but have been pulled. Mr. Desue provided context on pulling both resolutions. He explained some additional details with one of those contracts is being worked out as we prepare our initial venture into hydrogen fuel-cell battery-electric buses for the upcoming 82nd Avenue Transit Project and the resulting Frequent Express service that will come to the corridor. Because the two resolutions are related, both will be held until those details are worked out. For now, both resolutions are expected to come before the Board next month. Vice President Kim added pursuant to TriMet Code Chapter Two, Section 2.15(B), the General Manager has pulled from the agenda Resolution No. 26-02-06 and Resolution No. 26-02-07 prior to consideration by the Board, and has advised the Board that those matters will come back to the Board at the appropriate time.

#### **Resolution 26-02-08 – Approving an Amendment to the FY2026-2027 Statewide Transportation Improvement Fund Plan**

Mr. Desue discussed Resolution 26-02-08. The resolution requests an amendment to capture a \$21 million dollar reduction in the FY 2026-2027 STIF, or Statewide Transportation Improvement Fund plan, mostly due to a reconciliation of projected carryover funds and the actual amount that came in. The Board adopted the FY 2026-2027 STIF plan in December 2024. That plan allocated more than \$223.7 million dollars in Statewide Transportation Improvement funds for TriMet; Multnomah, Washington and Clackamas counties; separate, partner transit services in Clackamas County; the City of Portland and Ride Connection. Mr. Desue explained, when we submitted the plan in January 2025, it included an estimate of the carryover amount. After FY 2025 closed, we, along with our regional partners, reconciled the books and calculated the actual carryover funds. As mentioned, the total was about \$21 million dollars less than originally estimated. Mr. Desue then introduced Tom Mills, Director of Mobility Policy and Planning, and Debbie Gregg, Director of Grants, to provide details on the amendment to the STIF Plan. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org).

**Action:** Director Flowers moved for approval of Resolution 26-02-08. Director Kellogg seconded the motion. The motion passed with unanimous approval.

**Resolution 26-02-09 – Authorizing a Contract Modification with Transdev Services, Inc. for LIFT Operations Contact Center Services**

Mr. Desue discussed Resolution 26-02-09. TriMet established the LIFT Contact Center in 1991 to meet requirements set by the Americans with Disabilities Act. Today, the LIFT Operations Contact Center centralizes call-taking, scheduling and dispatching for the LIFT paratransit service. Transdev has provided this work as well as managing coordination with companies that provide supplemental service for LIFT rides since March 2022. The Board authorized a six-year contract with Transdev in the amount of \$33.8 million dollars. We are now seeking your approval to modify that contract amount to nearly \$47.5 million dollars, an increase of nearly \$13.6 million. While that is a substantial increase, this is not a request for additional funds. It is simply an administrative action to add funds to the contract that are already budgeted for the remainder of fiscal year 26 and in the proposed budget for FY27. These funds are necessary to address the added scope to the LIFT Contact Center Contract to include the costs of supplemental service providers like Uber and UZURV. Utilizing these supplemental providers saves TriMet over \$7 million dollars annually in lieu of LIFT's dedicated service. Transdev passes these costs through to TriMet without charging any additional fees for itself. It is also important to point out that since Transdev has established business relationships with these national ADA-compliant, supplemental service providers, we are able to complete LIFT trips through those providers at substantially reduced rates compared to rides provided on dedicated LIFT vehicles. Mr. Desue then introduced Executive Director of Transportation, Mary Hill, and our Director of Accessible Transportation Programs, Eileen Collins Turvey to provide further details about the resolution. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org). Mr. Desue added that funding for this modification is included in TriMet's Transportation Budget for FY26 and will be included in the division's FY27 proposed budget. It is important to stress that these funds must be dedicated to paratransit service and cannot be used for TriMet's general fixed-route service.

**Action:** Director Graham moved for approval of Resolution 26-02-09. Director Flowers seconded the motion. The motion passed with unanimous approval.

**5. ORDINANCES**

**Ordinance 381 – Amending and Updating TriMet Code Chapter 19 (First Reading and Public Hearing)**

General Counsel Shelley Devine read Ordinance No. 381 by Title Only.

Vice President Kim opened the public hearing. There were no members of the public present to comment on Ordinance 381. Vice President Kim closed the public hearing.

Mr. Desue discussed Ordinance 381. This Ordinance will amend TriMet Code Chapter 19 with updates to definitions, procedural language, LIFT fare offerings and employer pass language. One of the primary changes addresses a significant challenge and opportunity related to our LIFT paratransit service and providers that offer Medicaid-funded transportation benefits. Mr. Desue then introduced Chief Public Affairs Officer JC Vannatta, Director of Accessible Transportation Programs Eileen Collins Turvey, and Jamie Surface, Coordinator of Senior Fare Policy Programs, to explain the changes proposed to the TriMet Code, including the change to LIFT fare offerings that we project will lead to the recovery of about \$5 million dollars in revenue over two years. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org).

Vice President Kim reminded the Board there will not be a vote on Ordinance 381 until the second reading, which will take place during the March 2026 Board meeting.

**6. ANNOUNCEMENTS**

Vice President Kim provided a reminder that there will be a special Board session on March 18 that will be a Public Forum only to provide an opportunity for the public to comment on the proposed service changes and cuts. The Board encouraged the public to come to that meeting to provide feedback to the updated proposal being released the first week of March. Vice President Kim encouraged to sign up for public testimony online in advance of the meeting at [trimet.org/meetings/board](http://trimet.org/meetings/board). The next regular business meeting will be Wednesday, March 25 in the 2<sup>nd</sup> floor Boardroom at One Main Place.

Hearing no further business, Vice President Kim adjourned the meeting at 10:52am.

**7. BRIEFING**

**Annual Safety and Security Report**

Mr. Desue shared that safety and security is a relentless pursuit TriMet. Continuous improvement is the name of the game, and this team has been everywhere over the last year. From updating our Agency Safety Plan to bringing the Portland Police Bureau back into the Transit Police Division, to the strategic deployment of hundreds of safety and security personnel, to installing blue-light security phones at a growing number of MAX stations and transit centers. He added the blue-light phones are also just another area where Safety and Security is delivering results. Mr. Desue invited Andrew Wilson, Chief Safety and Security Officer, to come forward and provide the annual Safety and Security briefing. Mr. Wilson then introduced Julian Samuels, Multnomah County Deputy District Attorney, to present a transit update from the Multnomah County District Attorney's Office. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org).

Respectfully submitted,

*Falesha Thrash*

Falesha Thrash, Board Administrator and recording secretary