



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	January 24, 2024
		Time:	9:00 a.m.
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 9:38 am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Edwards provided a summary of the December 20, 2023 CAT meeting. Jan Campbell opened the meeting with a moment of silence for previous CAT member Arnie Panitch and Jan shared stories from the memorial held in his honor. There was an update from the LIFT Subcommittee, staff provided updates on upcoming CAT committee membership recruitment, new customer facing technology at LIFT to provide riders with imminent arrival and late trip notifications and a reminder of the January fare increase. Committee members provided feedback on some challenges with Hop readers at MAX platforms and a presentation was provided by Michael Corrente, Sr. Project Manager from Engineering & Construction who is leading the design for the redeveloped Oregon City and Beaverton Transit Centers. The January CAT meeting was cancelled due to the extreme weather. The next CAT meeting takes place February 21.

Metro Policy Advisory Committee (MPAC) –Director Kim shared highlights from the December 13, 2023 MPAC meeting. Metro provided an update on the buildable lands inventory. The results of this analysis will be included in the draft Urban Growth report this summer. City of Sherwood staff also presented their Sherwood West Concept Plan. The next MPAC meeting takes place January 24.

Finance and Audit Committee (F&A) – Director Lewis provided a summary of the F&A meeting that took place earlier this morning. The meeting agenda consisted of a quarterly financial update, review of the budget transfer process, a walkthrough of the new TriMet Investor Relations website (www.trimetbond.com) and an overview of the fare increase implementation.

Transit Equity Advisory Committee (TEAC) – Director Frisbee shared highlights from the January 9, 2024 TEAC meeting. At the meeting, the committee was provided updates on the DEBE Contract, fare changes that went into effect January 1, Clean Team efforts, the upcoming MAX service disruption and Rosa Parks’

Day. The Engagement and Planning team also provided an overview of the FY25 service changes and the IDEA team noted the Fare Subsidy workgroup has chosen a consulting firm. The next TEAC meeting takes place March 12, 2024.

Crash Advisory Committee – Director Kellogg provided a summary of the December Crash Advisory Committee Meeting. The committee was provided eight crashes that occurred from May 2022 through November 2022; of those, we selected five to review and discuss, including three bus and two MAX crashes. To date, the Committee has been provided 89 crashes and selected 36 for review and discussion which include 11 bus and 25 MAX crashes. The first set of recommendations were submitted to the TriMet General Manager in December 2023. Director Kellogg also mentioned the Committee will be welcoming three new committee members in Spring 2024.

2. **General Manager Report**

January Winter Storm

Mr. Desue shared a report how TriMet tackled the week-long winter storm that devastated our region and led to a statewide state of emergency. While our aim at TriMet is to always maintain our transit service, safety is always first for our riders and our employees. The storm that blew in on Saturday, January 13 made it impossible for us to continue service in some areas. TriMet set up an Emergency Operations Center (EOC) at our operations headquarters in Southeast Portland before the brutal weather arrived. Teams from throughout the agency reported in-person and virtually around the clock to tirelessly coordinate maintaining and restoring service and communicate about the storm and the impacts it was having on our service. The EOC stretched through eight days, or 192 hours; the longest EOC activation in recent memory at TriMet. The combined elements of the storm that came day, after day, after day, led to paralyzing conditions, widespread damage, high wind gusts, trees uprooted, power outages and ice covering everything.

As challenge after challenge came up, our employees rose to the occasion again and again and again. You can only imagine how demanding it was for our employees in our Operations Command Center to coordinate the safety of our staff, our vehicles and the entire system. Our union staff, our field staff, operators, maintenance workers and so many others, braved what had to be some of the most challenging weather conditions we have faced. Despite those conditions, many employees worked all hours of the night. Employees used the traction cleats that we provide for them and I am relieved no significant injuries among our staff were reported. While it would take hours to touch on all efforts our employees and contracted partners throughout that storm, I would like to share a short video that shows just the tip of the iceberg so to speak. The video can be reviewed as part of the January 24, 2024 meeting recording on YouTube at www.youtube.com/@trimet.

Mr. Desue personally thanked the riders for their understanding during this time. While we would have rather provided regular service on our MAX system, throughout our bus routes and for our LIFT paratransit riders, the storm and the challenges it brought made that impossible. The bitter cold and extreme conditions also led to counties in our service district opening emergency shelters and they hosted a record number of people. We made a point of letting everyone know that no one would be turned away trying to reach a warming shelter if they were unable to pay fare. TriMet went even further. Our LIFT operation assisted Multnomah County in transferring people between shelters due to overcrowding. Our Safety Response Team worked throughout the storm to try to get people out of the bitter conditions and into those shelters. They made more than 350 referrals for people to be admitted in to emergency shelters. I often say that it takes a village, and overcoming this storm, definitely took a village. I want to thank PGE President Maria Pope and the entire PGE staff and Pacific Power working with us to restore power in areas where outages blocked efforts to get MAX service rolling. I would like to thank our partners at PBOT, ODOT and all three

counties for working through the storm trying to keep roads open, especially on the main bus routes. I would like to thank our contractors that helped us during the storm: Snugs, Columbia Pressure Washing, Valleyscapes, Advanced Tribal, Raimore Construction, Stacy and Witbeck and CM3. And finally, I would like to personally and heartfelt thank you to Team TriMet. I have literally been brought to tears by the dedication, determination and sacrifice all our employees involved in the massive effort have shown during this unprecedented storm.

Better Red

Mr. Desue provided an update on the work being done with Better Red. The storm that paralyzed the region delayed our planned disruption for the Better Red project. MAX service was suspended and conditions unsafe for our staff and contracted crews to begin work as scheduled Sunday, January 15. With challenges to restore MAX service stretching through the week and the need to move trains into position to start the planned disruption, we delayed the start of the shutdown to Gateway Transit Center until Sunday, January 21. That resulted in the need to shift the end date of the disruption to complete all the work necessary. We now look forward to restoring MAX service through Gateway Transit Center, opening the new Gateway North Station and putting the reliability improvements of the project into operation beginning Monday, March 4. Crews were able to get a bit of the construction underway before the full shutdown began on Sunday, including some work on the track and the new station, but understandably the conditions were not the best. I do want to share that contractors for the project noticed our calls for help with the storm related issues. They quickly shifted to assist us in removing snow and ice from trackways, rail crossings and platforms, removing trees from the overhead wire system and making repairs on the west side. I am thankful that they acknowledged the unique situation we were in and did not hesitate to help.

December Ridership

Mr. Desue provided a review of December ridership statistics. TriMet provided more than 5.3 million rides in December, a 20% increase from December 2022. With nearly 1.2 million rides per week, our ridership reached 68% of pre-pandemic levels with MAX ridership coming in at 70% of pre-pandemic levels. Ridership on weekends was particularly strong, reaching nearly 82% of pre-pandemic levels. Traditionally, December is not high for ridership, so these numbers are very encouraging. Keep in mind, however, that January's ridership numbers will be heavily impacted by this month's extreme weather.

Forward Together Open Houses

Mr. Desue shared details on upcoming service plans and the continued rollout of the Forward Together improvements. Among those improvements, we aim to expand our Frequent Service network by three additional bus lines and extend service hours on multiple bus lines in the coming year and a half. This is obviously dependent on our operator numbers. We begin our outreach on the plans for the remainder of our fiscal year 2024 and for fiscal year 2025 with open house events starting tomorrow. Both virtual and in-person events will be held and we are taking feedback online as well through February 11. Details are posted at www.trimet.org/plan or people can reach out to our customer service team at 503-238-RIDE.

Night Bus and MAX Hours of Service

Mr. Desue provided an update on upcoming changes to the MAX hours of service. We are moving forward on an effort that will make a huge difference in our focus to improve and maintain our MAX system, which will in turn improve the overall experience for customers. Staff is developing plans for a network of MAX night buses, which will expand our Orange Night Bus Line that has been in operation since the MAX Orange Line opened in 2015. The Orange Line Night Bus provides some trips after train service ends for the night.

Adding night buses to all MAX lines to provide late-night and early-morning service, in place of trains, provides a larger window for overnight maintenance projects. As the team shared at the November retreat, we currently have only a 47 minute window in which no trains are on the alignment. That is one of the smallest windows of any light rail system in the United States and it drastically restricts the maintenance activities that we can complete without disrupting service. We are analyzing the appropriate times for the night buses, but plan to provide the same span of service as MAX trains currently run, when we do start running the buses. We expect to establish these in phases, with the Orange Night Bus extending to the Yellow Line starting as early as June and others following as operator staffing supports.

Business Plan

Mr. Desue introduced Alan Lehto, TriMet's Senior Director of Business Planning, to provide an update on the Business Plan. The plan guides our efforts to fulfill our mission to connect people with transit that is safe, convenient, reliable, accessible and welcoming. It is ever evolving, and as we move forward with our Vision 2030, Alan has been working on updating the plan. A copy of the Business Plan presentation can be found in the meeting archives at www.trimet.org.

Employee Recognition

Mr. Desue recognized and introduced TriMet employees who were involved aiding someone during a medical event. Early on the morning of New Year's Eve when there were no ambulances available, a TriMet bus operator helped transport an individual in a medical crisis to the hospital. Vice President Lewis reached out to me about recognizing that operator and thanking him publicly at this meeting for his heroic effort; I was more than happy to arrange that. But as Operator Joe Wiggins has shared, this was not his effort alone. It involved a team of TriMet employees who helped coordinate what may have been life-saving transportation for the man experiencing chest pains. Along with Joe, we have Road Supervisor Ha-ssan Ha-ssan who assisted Joe at the scene, along with assistant manager Chia Claro, who was in charge in the Operations Command Center that morning. Joe and Ha-ssan radioed in asking for permission to proceed with the transport. Chia made the decision to do what needed to be done. I had also hoped to have Dispatcher Zoey Owens here this morning as well. Her timely coordination between Chia, Joe and Ha-ssan was critical. Unfortunately, Zoey was not able to be here this morning. TriMet works with first responders quite regularly to provide support to our community in times of need, but this was a step above and I could not be more in awe of the compassion you all showed to get this person the help he so desperately needed. Mr. Desue then asked Joe, Chia and Ha-ssan to share their story, which can be viewed as part of the January 24, 2024 meeting recording on YouTube at www.youtube.com/@trimet.

3. Consent Agenda

- Approval of Board Meeting Minutes for December 13, 2023
- Resolution to Read Ordinances by Title Only

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

4. Resolutions

Resolution 24-01-01 – Authorizing a Contract Modification with Allied Universal Security Services, L.P. to Provide Transit Security Services

General Manager Desue discussed Resolution 24-01-01. Providing security presence on our transit system is vital for TriMet, our employees and our riders. We have consistently worked to grow that presence and I am happy to say we now have 160 Transit Security Officers dedicated to TriMet through our contract with Allied Universal. As you may recall, that's an increase in our unarmed security personnel from approximately 50 when the Board authorized the contract with Allied in 2019. While the contract expires in April of this year and we are already in the procurement process this resolution requests a modification necessary to get us through the remainder of the contract with our increased security staff intact. If approved, this resolution would increase the total contract authority by \$6 million. The requested amount is already included in the FY 2024 Safety & Security Division budget, we just need your approval to spend the money on maintaining our Transit Security staff. For diversity, more than half of Allied Universal's workforce represents a minority and nearly 30% are female.

Action: Director Kim moved for approval of Resolution 24-01-01. Director Edwards seconded the motion. Director Frisbee was absent for the vote. The motion passed with six votes in favor.

Resolution 24-01-02 – Authorizing a Contract Modification with GIRO, Inc. for HASTUS Employee Scheduling Software and Upgrades

Mr. Desue discussed Resolution 24-01-02. This resolution would approve a contract modification that would allow us to modernize TriMet's scheduling system for operators. This would present a huge benefit to our operator hiring and retention efforts, and in turn, our efforts to rollout our Forward Together improvements and provide the additional service our riders and our community needs. Our schedule-writing system is effective, but our current operator scheduling system is incredibly antiquated and relies on paper, pencil, memory, phone calls, and hand-written notes and doesn't meet our needs for a modern operation. Not only is it a negative experience for our bus and rail operator, it leads to schedule uncertainty; one of the key reasons we have difficulty recruiting and retaining new operators. We use a program called HASTUS to create transit timetables and work schedules for our operators. HASTUS is provided by GIRO, a vendor we have been working with successfully for almost 20 years. This resolution will allow GIRO to upgrade our HASTUS work scheduling software, and modernize and streamline our operator work signup process. Mr. Desue introduced Senior Director of Planning, Alan Lehto, to explain how this will help TriMet work better and smarter and help with recruiting and retaining operators. A copy of the presentation can be found in the meeting archives at www.trimet.org. Mr. Desue continued to detail that this resolution presents one solution, an important and necessary solution, utilizing technology with which TriMet is already familiar. The proposed modification for \$4.5 million dollars will add five years to the term of contract, with the money spent over time as needed and will also cover the software installation and setup. I would also note that if TriMet were to engage with a new scheduling and workforce management solution provider, we would be looking at a massive effort to make that transition both in staff time and costs. GIRO is a "best in class" software provider and their solution is used by many transit agencies throughout the world. The project is part of TriMet's Capital Improvement Program and we anticipate funding support from the "State Transportation Improvement Fund" or STIF. Taking a look at diversity, GIRO's staff is about 13.5% minority and more than 30% female.

Action: Director Edwards moved for approval of Resolution 24-01-02. Director Wai seconded the motion. Director Frisbee was absent for the vote. The motion passed with six votes in favor.

Resolution 24-01-03 – Authorizing a Contract with ABCorp NA, Inc. (ABCORP) for HOP FASTPASS® Extended Use Contactless Media

Mr. Desue discussed Resolution 24-01-03. If approved, the next resolution to come before you today, will help expand Hop Fastpass to more users, lead to added system security and performance and help TriMet and our partners meet the regional demand for Hop Cards over the next five years. Mr. Desue introduced

Sophia Franklyn, Director of Fare Revenue and Administrative Services, to provide additional detail on the benefits to the agency, our partners and our riders. A copy of the presentation can be found in the meeting archives at www.trimet.org. Mr. Desue continued with details on the resolution. The contract would be authorized for just over \$8 million dollars including a 15% contingency over a five-year term, with an option to extend up to three additional years. The amount is included in the Finance and Administrative Service Operating budget for FY 24. On diversity, ABCorp's workforce is 56% minority and 44% female.

Action: Director Kim moved for approval of Resolution 24-01-03. Director Edwards seconded the motion. Director Frisbee was absent for the vote. The motion passed with six votes in favor. President Gonzalez paused the Regular Business Meeting and convened the TriMet Contract Review Board (TCRB) to consider the next four resolutions.

Resolution 24-01-04 – Authorizing an Exemption from Low Bid Requirements to Allow a Best Value Solicitation for a Public Improvement Contract for the Columbia Bus Base Site Preparation Project

Mr. Desue discussed Resolution 24-01-04. TriMet's Columbia Bus Operations facility will be developed to support, maintain and store up to 252 buses that are anticipated to become part of TriMet's zero-emissions bus fleet. TriMet acquired the property on NE Columbia between 42nd and 46th avenues back in 2019. To help get construction moving as quickly as possible, while making the best use of federal funding and local grants, TriMet is dividing the development of the project into smaller elements. The scope for this part of the project includes site preparation, demolition of 12 buildings, excavation, utility decommissioning and waste removal and recycling. TriMet staff would like to conduct a competitive, best value RFP to obtain a contractor for these services and we must receive authorization from you as the TriMet Contract Review Board to do so. A best value procurement would allow TriMet to consider other factors, including aspects such as experience, cost control, safety, small business utilization and COBID-certification, as well as price, when awarding the contract. The cost of the work is included in the FY24-25 Engineering, Construction and Planning Budget.

Action: Director Edwards moved for approval of Resolution 24-01-04. Director Kim seconded the motion. Director Frisbee was absent for the vote. The motion passed with six votes in favor.

Resolution 24-01-05 – Authorizing a Class Exemption from Low Bid Requirements for On-Call Services for Installation, Maintenance, Repair and Replacement of Fencing

Mr. Desue discussed Resolution 24-01-05. Across our 533-square mile service area, TriMet owns and operates many facilities and buildings, park and rides and transit centers. As many of these facilities, which include some employee parking areas need fencing for safety and security, TriMet requires on-call services for installation, maintenance, repair and replacement of fencing. These on-call fencing jobs are generally smaller projects that can be done by small businesses. TriMet staff would like the opportunity to conduct a "best value" RFP process when awarding these on-call contracts. As mentioned earlier, using the "best value" process will allow TriMet to consider price, as well as other factors, like experience with similar work, safety, small business status, and COBID certification when awarding these on-call contracts. TriMet expects the cost of these various projects to range between \$5,000 and \$300,000. Funding of the anticipated contracts is included in the FY2024 operating budget for Maintenance Operations.

Action: Director Kim moved for approval of Resolution 24-01-05. President Director Edwards seconded the motion. The motion passed with unanimous approval. Director Frisbee abstained. The motion passed with six votes in favor and one abstention.

Resolution 24-01-06 – Authorizing an Exemption from Low Bid Requirements for a Contract for Construction Manager/General Contractor (CM/GC) Services for the Track Rehabilitation Program

Mr. Desue discussed Resolution 24-01-06. In the coming months, TriMet will identify a Construction Manager/General Contractor for our ongoing Track Rehabilitation Program. The current CM/GC contract, which was awarded to Stacy and Witbeck in 2017, will expire in June 2024. TriMet must issue a new GM/GC services contract to continue our roll out and implementation of this successful and extensive Maintenance of Way work, what we often reference as MAX improvement projects. The work takes place along a restrictive and active light rail alignment that requires careful attention to public safety and extensive coordination with ongoing transit operations. The work requires extreme care and experience, and a well-qualified CM/GC services contractor is essential for success. Once again, TriMet staff wish to conduct a competitive, best value RFP for the procurement, for the variety of beneficial reasons previously mentioned. The ongoing costs of the Track Rehabilitation Program are included in the FY2024 and future operating budgets for Engineering, Construction and Planning.

Action: Director Edwards moved for approval of Resolution 24-01-06. Director Lewis seconded the motion. The motion passed with unanimous approval.

Resolution 24-01-07 – Authorizing an Exemption from Low Bid Requirements to Procure Construction Manager/General Contractor Services for the Pioneer Courthouse Square (PSQ) Type 1 Traction Power Substation (TPSS) Replacement Project

Mr. Desue discussed Resolution 24-01-07. This final resolution seeks approval to conduct a competitive best value RFP to obtain a CM/GC contractor for the replacement of the Traction Power Substation, or TPSS, located in Pioneer Courthouse Square. It's one of 12 such substations along the MAX Blue Line installed in the 1980s that have reached the end of their useful lives, and must be upgraded or replaced. These services will include management of various phases of work under a tight schedule, to avoid disruption to the adjacent Pioneer Courthouse facility and minimize disruptions to the public and to our transit service. The ongoing costs of the Pioneer Courthouse Square TPSS Replacement Project are included in the Engineering, Construction and Planning Capital Improvement Plan forecast.

Action: Director Kellogg moved for approval of Resolution 24-01-07. Director Frisbee seconded the motion. The motion passed with unanimous approval. Director Gonzalez reconvened the TriMet Board of Directors for the remainder of the business meeting.

5. Ordinances

Ordinance 376 – Self-Employment Tax Ordinance – Second Reading

General Counsel Devine read Ordinance No. 376 by Title Only.

Mr. Desue discussed Ordinance 376. This is TriMet's annual housekeeping Ordinance required to reconnect TriMet's definition of "net earnings from self-employment" in Chapter 14 of the TriMet Code with the definition in the federal Tax Code. Each year, TriMet obtains a tax opinion from our outside tax attorneys to make sure no changes in the federal Tax Code have occurred that could affect TriMet's self-employment tax. As in past years, our tax attorneys believe it is prudent to update TriMet Code Chapter 14 to reconnect to the current federal Tax Code.

A roll call vote was conducted by General Counsel Devine.

Director Kim – yes
Director Kellogg – yes
Director Lewis – yes
Director Wai – yes
Director Edwards – yes
Director Frisbee – yes
President Gonzalez – yes

Ordinance 376 passed with seven votes in favor.

Hearing no further business, President Gonzalez adjourned the meeting at 12:00 p.m.

6. **Briefing**

Transit Oriented Development (TOD) Update

Mr. Desue introduced Guy Benn, TOD Strategy Program Manager, to provide an update on the TOD program. A copy of the presentation can be found in the meeting archives at www.trimet.org.

Respectfully submitted,

Falesha Thrash, Board Administrator and recording secretary