



## Minutes

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<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	December 14, 2022
		<b>Time:</b>	9:00 a.m.
<b>Board Members Present:</b>	Lori Irish Bauman Keith Edwards Ozzie Gonzalez LaVerne Lewis Linda Simmons Thomas Kim	<b>Board Members Absent:</b>	Kathy Wai

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TriMet Board Business meetings and public forum are available via web video stream. You can access the archived meetings and materials at [trimet.org/meetings/board](https://trimet.org/meetings/board).

President Simmons called the business meeting to order at 9:34 am.

### 1. Committee Reports

**Accountability Committee:** Director Kim provided an overview of the November Accountability Committee meeting. Items on the agenda included an overview of the year-over-year page views of the Accountability and Transparency Center. The committee also discussed a comparison of webpage views for October 2021 and 2022 which showed that there was a 60% increase year over year in page views.

**Finance and Audit Committee** – Director Irish-Bauman provided an overview of the December F&A Committee meeting. The agenda focused on one item, which was an overview of the Community Outreach plan for the proposed Fare Increase.

**Metro Policy Advisory Committee (MPAC)** – Director Kim provided an overview of the October and November MPAC meetings. Items on the October agenda included a discussion about readiness of multiple candidate areas for removal from the Urban Growth Boundary (UGB) in exchange for adding land in the River Terrace area of Tigard. The committee also received an update on the High Capacity Transit Strategy, which is being updated as part of the Regional Transportation Plan update. The committee also received a presentation from TriMet about the Forward Together Concept. At the November meeting MPAC advanced a recommendation for Metro to begin outreach potential areas to remove from the UGB in unincorporated Clackamas County in the Damascus and Oregon City area

**Transit Equity Advisory Committee (TEAC)** – In the absence of Director Wai, John Gardner provided an overview of November TEAC meeting. Items on the agenda included a presentation on the Forward Together Service Concept, as well as an overview of the Proposed Fare Increase Outreach and Engagement plan. The committee also discussed TriMet System updates and TEAC recruiting efforts.

### 2. General Manager Report Ridership

Mr. Desue provided an overview of ridership for October and November. He said TriMet provided over 5 million rides in October. Weekly system-wide ridership was up 17% over October of 2021. In November TriMet provided just over 4,352,000 rides. Weekly system-wide ridership was up 10% over November of last year but remained down about 45%, from pre-pandemic levels.

### **FX Bus Recall**

Mr. Desue shared the latest developments with the articulated buses for our FX2-Division bus line. He said the TriMet team worked closely with manufacturer, Nova Bus, to identify the cause of the mechanical defect that led to their recall of buses similar to ours. After completing initial validation in multiple buses, staff began vetting the solution and completed road tests. He added that once we are fully confident of the solution, our mechanics will install the new parts needed on all 31 FX buses. The buses may be back in service before the end of the month.

### **Fare Increase Proposal – Public Engagement**

Mr. Desue discussed the proposed 2024 fare increase, which TriMet has prepared at the Board's direction. It seeks a 30 cent fare increase for Adult 2 and a half hour tickets and LIFT single rides and a 60 cent increase in Adult day passes. It also calls for raising Honored Citizen and Youth fares by 15 cents for a 2 ½-hour ticket and 30 cents for a day pass. The proposal currently does not raise monthly or annual fares. He said community members will have ample opportunities to share their feedback in advance of the Board's vote expected in May. Mr. Desue then introduced JC Vannatta, executive director of Public Affairs, to provide details on the public engagement process. A copy of Mr. Vannatta's presentation can be found in the board meeting archives at [www.trimet.org](http://www.trimet.org).

### **Employee Recognition – Customer Service**

Mr. Desue and the Board recognized the On-Street Customer Service team. Mr. Desue introduced members of the group and Nate Smith, Director of Customer Experience, briefly discussed the team's impact. Board members asked questions and shared their gratitude for the team's efforts.

### **GM Top 10**

Mr. Desue presented the 10 most impactful efforts of TriMet over the last year. A copy of Mr. Desue's presentation can be found in the board meeting archives at [www.trimet.org](http://www.trimet.org).

## **3. Consent Agenda**

- Approval of Board Meeting Minutes for October 26, 2022.
- Approval of a Resolution directing that the reading of all ordinances be by title only.
- Resolution 22-12-63 – Authorizing a Contract Modification with Columbia Pressure Washing, LLC for Custodial Goods and Services for TriMet Facilities and Transit Centers
- Resolution 22-12-64 – Amending and Restating the TriMet Defined Benefit Retirement Plan for Management and Staff Employees
- Resolution 22-12-65 – Authorizing a Contract Modification with Cochran, Inc. for On-Call Electrical Repair and Maintenance Services

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

## **4. Resolutions**

### **Resolution 22-12-66 – Authorizing a Contract with Innovations in Transportation, Inc. (INIT) for Hop Fastpass Inspection Equipment and Implementation Services**

Mr. Desue discussed Resolution 22-12-66. He said the system that TriMet uses to validate Hop Fastpass fares has reached the end of its useful life. Therefore, the agency must identify a new

contractor to provide the fare inspection application, hardware, software and support for the system. This equipment is used not only by TriMet but also by our transit partners at C-TRAN and Portland Streetcar. TriMet issued an RFP for replacement fare validation hardware and software. Following interviews, demonstrations and a thorough review of proposals, INIT was found to be the only proposer within competitive range. The request for a Best & Final offer resulted in a bid of \$1.5 million, to cover a term of seven years. The amount is included in the Finance and Administration budget for FY 23. INIT has about 106 employees. Its workforce is 23.5% minority and 24% female. The firm will self-perform most of the work but plans to subcontract with a certified DBE firm for a small portion. TriMet will work with INIT to identify additional DBE opportunities.

**Action:** Director Edwards moved approval of Resolution 22-12-66. Director Lewis seconded the motion. The motion passed with unanimous approval.

#### **Resolution 22-12-67- Approving the Updated Agency Safety Plan**

Mr. Desue discussed Resolution 22-12-67 which fulfills a requirement of the Federal Transit Administration. He said all agencies that receive FTA funds must develop and update a Safety Plan that is approved by their Board every year. FTA requires the Plan to include a safety management policy, safety risk management processes, safety assurance processes and a safety promotion program. A copy of the Safety Plan is included as Exhibit A of the Resolution. Mr. Desue said internal reviews by executive leadership have found the Plan to be in compliance with FTA guidelines. The safety activities defined in the plan are integrated into TriMet's day-to-day operations and incorporated into budgetary decisions.

**Action:** Director Gonzalez moved approval of Resolution 22-12-67. Director Irish Bauman seconded the motion. The motion passed with unanimous approval.

#### **Resolution 22-12-68 – Authorizing a Contract with Raimore Construction, LLC for Construction Manager General Contractor (CMGC) Services for the Hollywood Transit Center Infrastructure Project**

Mr. Desue discussed Resolution 22-12-68. The Hollywood Transit Center Infrastructure Project requires a Construction Manager /General Contractor (CM/GC) to develop a public plaza, stair and ramp system, traction power substation, as well as new bus facilities for the Project's infrastructure. Mr. Desue noted that in August the Board approved a Resolution exempting CM/GC contract from competitive bidding requirements. TriMet issued an RFP for the contract, and Raimore Construction emerged as the highest ranked proposer from that process. In addition to requesting approval of Raimore as the CM/GC, this Resolution requests approval of \$136,530 for pre-construction services from Raimore. Mr. Desue noted that Raimore is a certified DBE and MBE. The firm's workforce consists of 64 employees, 81% of whom represent minorities and 17% are female. They intend to use certified small business contractors for 73% of the work. The amount for the pre-construction services is included in the Engineering, Planning and Construction Division's FY 23 budget.

**Action:** Director Gonzalez moved approval of Resolution 22-12-68. Director Lewis seconded the motion. The motion passed with unanimous approval.

#### **Resolution 22-12-69 – Adopting the FY 2024-2025 Statewide Transportation Improvement Fund (STIF) Plan**

Mr. Desue discussed Resolution 22-12-69 which will advance TriMet's FY 2024-25 STIF Plan, as well as authorize its submission to the Oregon Transportation Commission and the Oregon Public Transportation Advisory Committee for approval, as required by mid-January. Regional STIF plans cover an extensive list of funding priorities including our low-income fare, fares for students and seniors, zero-emissions buses, security, capital improvements.

**Action:** Director Edwards moved approval of Resolution 22-12-69. Director Lewis seconded the motion. The motion passed with unanimous approval.

**Resolution 22-12-70 – Authorizing a Contract Modification with Portland Patrol, Inc. for Customer Safety Officers and Safety Response Team Member Services**

Mr. Desue discussed Resolution 22-12-70 modifying a sole source contract with Portland Patrol, Inc. He said PPI plays a critical role in the assurance and the perception of safety by providing unarmed security services across our transit system. PPI provides uniformed Customer Safety Officers for security and safety in support of TriMet staff, and Safety Response Team members who offer assistance and social service referrals to people on and around the transit system. Tasks for the two teams range from helping support staff enforcing the TriMet Code to connecting those in need with support and resources for transportation, and much more. To increase safety and security presence on the system TriMet added to the numbers of personnel throughout the term of the contract. The PPI personnel now assigned to TriMet stands at 40 Customer Safety Officers and 48 Safety Response Team members. TriMet intends to expand those numbers to 80 Customer Safety Officers, and 60 Safety Response Team members. As a result of these current and planned personnel increases, the agency has reached the limit of funding available so it is seeking additional funding necessary for the remaining eight months of the contract.

The Resolution seeks a contract modification of \$9 million, for a total value of \$16.7 million, which is necessary to retain the current PPI workforce and address the expansion of presence. The services are included in the FY 23 Safety and Security budget. PPI's current workforce which is assigned to TriMet is 39% minority and 31% female.

**Action:** Director Lewis moved approval of Resolution 22-12-70. Director Irish Bauman seconded the motion. The motion passed with unanimous approval.

**5. Ordinance No. 369 – Amending and Updating TriMet Code Chapters 18 and 19 (Second Reading)**

General Counsel Shelley Devine read the ordinance in title only.

Mr. Desue discussed Ordinance 369. If passed, Ordinance 369 would strengthen TriMet's ability to keep riders and employees safe. The ordinance provides the framework for TriMet's General Manager to make possible long-term exclusions—up to and including a lifetime ban—for those who commit the most serious misdemeanor offenses on our transit system. It also addresses chronic banned behavior on TriMet buses, trains and properties. The ordinance targets behavior-based conduct. It does not change penalties for fare evasion. Ordinance 369 was proposed eight months after the Board approved another change to the Code that increased penalties for spitting on operators. It is part of a larger effort to make it safer to work on and ride the transit system, while also addressing nuisance issues to improve the customer experience.

*General Counsel Shelley Devine conducted a roll call vote for Ordinance 369.*

Director Edwards - yes  
Director Gonzalez - no  
Director Irish-Bauman - yes  
Director Kim - yes  
Director Lewis - yes  
Director Simmons - yes  
Director Wai - absent

Ordinance 364 passed with a five-to-one vote.

**Ordinance 370 – Amending Chapter 14 of the TriMet Code to Revise the Definition of “Net Earnings from Self-Employment” (First Reading and Public Hearing)**

Mr. Desue said that Ordinance 370 is procedural in nature and is renewed annually.

General Counsel Shelley Devine read the ordinance in title only.

President Simmons opened the public forum for comments:

*No members of the public expressed interest to testify.*

The second reading of Ordinance 370 will take place at the January Board meeting.

**Ordinance 371 – Adopting September 2022 Service Reductions and Revising Route Designations (First reading and public hearing)**

Mr. Desue discussed Ordinance 371 regarding service reductions have been in effect since September of 2022. These service reductions had to be implemented in response to the operator shortage that caused us to miss trips on both the bus and MAX systems. However, because the service adjustments moved forward under emergency rules, TriMet was not able to complete the traditional public outreach and engagement process. That process typically includes a full presentation to the Board prior to making the changes. Mr. Desue then introduced Director of Mobility Planning and Policy, Tom Mills who provided details on which lines were eliminated or reduced. He added that the final Title VI service equity analysis found no disparate impacts or disproportionate burdens on minority and low income populations as a result of the service changes. A copy of Mr. Mills’ presentation can be found in the board meeting archive folder at [www.trimet.org](http://www.trimet.org).

President Simmons opened the public forum for comments:

*No members of the public expressed interest to testify.*

The second reading of Ordinance 370 will take place at the January Board meeting.

**Other Business & Adjournment**

Hearing no further business, President Simmons adjourned the meeting at 11:24 a.m.

Respectfully submitted,



Kimberley Angove, recording secretary