



Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	Date:	March 25, 2026
Board Members Present:	JT Flowers - virtual Tyler Frisbee - virtual Erin Graham Robert Kellogg - virtual Thomas Kim LaVerne Lewis	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.

Following Public Forum, President Lewis called the business meeting to order at 9:38 am.

1. Committee Reports

Committee on Accessible Transportation (CAT) – Director Graham provided a summary of the March 18 CAT business meeting. The March CAT meeting was held on Transit Driver Appreciation Day. CAT members and TriMet staff shared their appreciation for all that our frontline employees do every day. Marissa Clarke provided an update from the Security department, noting improvements such as decreases in smoke and fume reports on both bus and rail. The Fixed Route Subcommittee provided updates on communication during service disruptions, procurement of vehicles for FX on 82nd Avenue, the subsidized fare pilot for LIFT-eligible riders using fixed route service, and fixed route performance. The Wayfinding Subcommittee discussed the need to ensure that third-party applications connecting to TriMet’s online services should have provisions included in their contracts to ensure web content accessibility guideline compliance by April 2027. The Subcommittee also announced the ATP team will initiate a tactile map pilot next month to evaluate usability for riders who are blind or have low vision. The 82nd Avenue Community Advisory Committee provided a number of updates on the project and recommendations. The TV Highway Community Advisory Committee provided key takeaways from the March 5 budget and planning meeting and reviewed the project schedule, which is currently at approximately 15% design. Next steps will focus on advancing both bus and station design.

The Nominating Subcommittee presented their FY27 CAT member appointment recommendations, noting 31 applicants with lived experience as older adults and people with disabilities, key ties to the community and notable partner organizations. Five current members were proposed for reappointment and five new members were selected to fill three remaining openings and the two alternate positions. The slate will now go to the General Manager for review. TriMet staff provided updates to TriMet NEXT service, the one-year pilot allowing commingled paratransit and general public trips for same-day service will conclude on March 31. Staff also provided an update to the Elevator Access Project, sharing that construction has begun on

seven additional access-controlled locations. The expanded scope will require riders to tap fare media before pressing the elevator call button. The team proposed a 10-second window between tap and button activation; CAT supported this approach, noting its consistency with light rail ramp deployment timing, and approved the timeframe. Staff will report back with any updates or concerns. Agency accessibility policy development and measurables were discussed. Eileen Collins-Turvey presented a framework for developing an Accessibility Policy pursuant to the committee's long-standing request. The CAT recommends that TriMet leadership consider adopting a formal Accessibility Policy to ensure accessibility is embedded across all functions of the agency, rather than relying on the efforts of individual advocates. The draft policy currently under development by CAT reflects the principle that equitable access is fundamental to public transit and would help position TriMet to proactively identify barriers, prioritize investments, and deliver inclusive service for all riders. The next CAT business meeting is scheduled for April 15.

Metro Policy Advisory Committee (MPAC) – Director Flowers provided a summary of the February 25 MPAC meeting. Metro and regional partners have made significant progress on the 82nd Avenue Transit Project, Tualatin Valley Highway Transit and Safety Project and Montgomery Park Streetcar Extension, and are ready to take the next step in project development. To be eligible for state and federal funding opportunities that support project development efforts, the endorsed transit projects must have their Locally Preferred Alternatives (LPAs) adopted in the Regional Transportation Plan (RTP). Staff gave an overview of requested RTP amendments. Next month, MPAC will be asked to consider these recommendations for Metro Council.

Next, Metro staff gave their monthly update on the Future Vision effort. The next phase of public engagement will include an online survey, roadshows, hosted conversations, and other public events to raise awareness of the project and continue to get participation. The committee heard an update from the Westside Economic Alliance and a work group regarding analysis of industrial land readiness as part of the Urban Growth Report process. The outcome of this work will be a specific set of recommendations presented to MPAC, which better align with market realities and could inform Metro's process for evaluating buildable lands. Lastly, staff shared initial feedback from an economic development work group on how Metro can leverage its regional planning policies, land use responsibilities, and convening role to support long-term job growth. The work group had four primary recommendations for Metro council. The March MPAC meeting is cancelled and the committee will reconvene on April 22nd.

Finance and Audit Committee (F&A) – Director Kim shared a summary of the February 19 F&A meeting.

General Manager Report

February Ridership

Mr. Desue provided an overview of ridership for the month of February. TriMet provided nearly 5 million rides in February. Year-to-year, our ridership for the month was up just over 4%, however, remember that February 2025 was affected by a short blast of winter weather. Bus ridership continues to lead the way, up 5.8% over last February. MAX ridership was up less than a percent overall with a 2-and-a-half percent increase on weekends. With ridership growth overall plateauing, it demonstrates the continuing, stable demand for our transit service.

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. Before continuing, Mr. Desue mentioned that we are foregoing the monthly Safety and Security update this month.

Trip Planner Improvements

Mr. Desue provided improvements to Trip Planner. A years-long project has led to a new digital connection between TriMet and fellow transit agencies: C-TRAN, SMART and Sandy Area Metro. It is also linking us to community shuttles. Using our online Trip Planner, riders can now easily plan trips across service providers. Mr. Desue introduced Chief Public Affairs Officer JC Vannatta, Chief IT Officer Ethan Benatan, Digital Communications Manager Dave Whipple and Manager of Enterprise Systems Applications Luis Ochoa to share more about this project and how it will make riding TriMet and transit throughout our community easier. A copy of the presentation is located in the meeting archives at www.trimet.org.

Green Game Ticket2Ride with Blazers

Mr. Desue shared details on the Ticket2Ride program. TriMet's Ticket2Ride program gives Timbers fans, Thorns fans and concert-goers to Providence Park free rides on TriMet, to and from the events through a monetary partnership we have with Timbers leadership. This past winter, we partnered with the Oregon Zoo to bring Ticket2Ride to ZooLights. People have been asking us, "What about the Portland Trail Blazers?" Chief Public Affairs Officer JC Vannatta and Director of Business Developmental Lonny Nielsen have been working to engage the Blazers and have now scored a one-game only Ticket2Ride event for the Blazers annual 'Green Game' in honor of Earth Month. While Blazers fans will be able to use their game ticket for a free ride on TriMet to and from this one game only on April 2, this is a great opportunity that we believe will open the door to future negotiations with the Blazers.

Employee Recognition

Mr. Desue shared a medical emergency situation that happened one evening this January with one of our bus operators at our Powell Operations Facility. That operator suffered a serious heart attack. If not for the quick actions of fellow employees, that operator would not be making the recovery they are today. Mr. Desue shared his gratitude to see operator Toa Leiataua at the Board Meeting with his family and recovering. He then invited Jeff Bell to share his experience from that day, along with Bus Maintenance Director Jesse Taylor and Manager John Gibb to recognize the team of operators who worked together to save Toa. A recording of the recognition can be located in the meeting archives at www.trimet.org.

Consent Agenda

- Approval of Board Meeting Minutes for February 25, 2026
- Resolution Directing Ordinances to be Read by Title Only
- Resolution 26-03-10 – Updating the HB 2017 Transit Advisory Committee Bylaws

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

4. Resolutions

President Lewis paused the Regular Business Meeting and convened the TriMet Budget Committee to consider Resolution 26-03-11.

President Lewis opened the public hearing to receive comments on TriMet's Proposed FY2027 Budget. Hearing no comments, President Lewis closed the public hearing and asked the General Manager for his comments on Resolution 26-03-11.

Resolution 26-03-11 – Approving the Proposed Fiscal Year 2027 Annual Budget for Submission to the Multnomah County Tax Supervising and Conservation Commission (TSCC)

Mr. Desue discussed Resolution 26-03-11. Oregon Budget Law requires all local governments to follow a specific process to adopt budgets. Acting in your role as the TriMet Budget Committee, the Board's adoption

of this resolution will fulfill an important step in that process. Assuming Board approval, the Proposed FY2027 Budget will be published as the Approved version and submitted to the Multnomah County Tax Supervising and Conservation Commission (TSCC). The TSCC will review the budget and hold a public hearing next month, on April 22. Following TSCC approval, TriMet's Finance Division will make final adjustments and come before the Board for final consideration and formal adoption at the May 27 Board Meeting. A Final Budget must be adopted before the start of the new fiscal year on July 1. Some known changes are coming to the budget in the weeks ahead. The Proposed Budget reflects the initial measures we have taken to address our annual budget shortfall; the smaller service cuts that went into effect in November and March, and the internal cuts and staffing reduction made in the fall. But the Proposed Budget does not reflect upcoming cost-cutting efforts including the service changes proposed to take effect Aug. 23, 2026, since the Board does not vote on the changes until next month. Mr. Desue added that he is finalizing with the executive leadership team another round of internal spending cuts as well as another staffing reduction. Those service and internal spending cuts will be included in the budget when it comes to the Board for adoption in May. Because of that, the FY2027 Adopted Budget will come in less than the current Proposed Budget. Despite our efforts, that deficit is growing faster than we can shrink it. Mr. Desue then introduced Chief Financial Officer Nancy Young-Oliver and Budget and Forecasting Director Michael Dohn to present on the current structural deficit between expenses and resources. A copy of the presentation is located in the meeting archives at www.trimet.org. Mr. Desue added the Board's approval is critical to the budget process and without it today we risk not having an Adopted Budget by July 1, the start of fiscal year 2027.

Action: Director Kim moved for approval of Resolution 26-03-11. Director Graham seconded the motion. The motion passed with unanimous approval.

President Lewis adjourned the TriMet Budget Committee and reconvened the TriMet Board of Directors.

Resolution 26-03-12 – Authorizing the Transfer of Appropriated Funds Within the FY2026 Budget

Mr. Desue discussed Resolution 26-03-12. This Resolution requests the Board authorize the transfer of nearly \$32 million in appropriated funds within the FY2026 budget. During a fiscal year, TriMet may need to transfer appropriated funds internally among divisions to match revised expenditure requirements. State budget law regulates the transfer of appropriations funds within or between divisions, and such transfers must have Board approval. The transfers authorized through this resolution include nearly \$28 million dollars moved from our Transportation, Transit System & Asset Support, Finance & Administrative Services, Labor Relations & Human Resources, and Engineering & Construction divisions to our Maintenance, IT, and Safety & Security divisions. Another \$4 million will come from our Contingency Program. The transfers are necessary for our purchase of light rail vehicles and parts to replace the Type 2 LRVs as the Board approved in January, as well as for necessary overhaul and replacement of vehicle parts. Also, the transfer of funds, specifically to Maintenance, is in response to anticipated increases in fuel costs due to the conflict in Iran. The transfer of funds also supports our security fencing project at the Ruby Junction Rail Operations Facility and our CCTV cameras on board our vehicles as well as several IT projects to ensure reliability of our network data systems, MAX power systems and CCTV system. The transfers are an internal reallocation of budgeted funds and will have no impact on TriMet's Adopted FY26 budget.

Action: Director Kim moved for approval of Resolution 26-03-12. Director Graham seconded the motion. The motion passed with unanimous approval.

Resolution 26-03-13 – Authorizing a Contract with Schetky Northwest Sales, Inc. for the Purchase of up to 60 Replacement Vehicles for LIFT Paratransit Service

Mr. Desue discussed Resolution 26-03-13. Our FTA-mandated LIFT paratransit service transports those who have disabling conditions and are unable to use our fixed-route service. TriMet's LIFT fleet includes 284 lift equipped vehicles. While the Oregon Department of Transportation sets a minimum useful life of five years

or 150,000 miles, our strong maintenance practices extend the life of our LIFT vehicles to about nine years, or 230,000 miles. Even so, we anticipate replacing up to 60 vehicles within the next 15 months as they exceed useful life standards. This resolution authorizes a new contract with Schetky for the purchase of these replacement vehicles at a total contract amount of approximately \$11.05 million dollars, which includes the vehicles themselves and a change order allowance. The vehicles will be funded primarily through \$9.4 million dollars in state and federal grants. These grant funds cannot be used for service and must be used for accessible paratransit equipment. The rest of the money for the vehicle purchases, \$1.34 million dollars, will come from the TriMet General Fund as the required local match. The Contract amount is included within our current fiscal year budget and FY27's Proposed Budget. This procurement leverages a State of Oregon Price Agreement, enabling TriMet to leverage the purchasing power of multiple agencies and obtain more favorable pricing than we could secure on our own. Schetky was the only vendor that met our specifications, and all vehicles will complete a Buy America audit prior to purchase.

Action: Director Kim moved for approval of Resolution 26-03-13. Director Graham seconded the motion. The motion passed with unanimous approval.

Resolution 26-03-14 – Authorizing a Contract Modification for Construction Manager/General Contractor Services with Just Bucket Excavating, Inc. for the Redesign of the Beaverton Transit Center

Mr. Desue discussed Resolution 26-03-14. The Beaverton Transit Center has served our riders for nearly 40 years, but today it no longer meets the needs of our operations or current TriMet standards. Bus operations have outgrown the original 1987 design but this project will bring the facility into a state of good repair. By realigning curbs and sidewalks, we will better accommodate 40 and 60-foot buses. Planned improvements also include high-capacity shelters, improved lighting and security cameras, updated signage and wayfinding, ADA and landscaping upgrades, and installation of two electric bus chargers. In April of last year, following a competitive RFP process, the Board approved a CM/GC contract with Just Bucket Excavating, or JBE, for pre-construction services. Since then, two modifications have brought the contract total to approximately \$676-thousand dollars. Today, we are requesting to modify the contract to include the negotiated Total Contract Price for construction. Adding the \$5.41 million dollars, plus a 10% change order allowance, increases the total contract amount to just over \$6.6 million dollars. A Bus and Bus Facilities FTA grant specific for projects such as this Beaverton Transit Center rehabilitation and two DEQ grants for electric vehicle charging and infrastructure, cover most of the cost of the project. The grants and remaining funds are already included in the Engineering and Construction Division's FY2026 and proposed FY2027 budgets. While rebidding the project is an option, it would likely result in delays, increased costs, and uncertainty. Because of that and the excellent performance of JBE thus far, I strongly recommend approval of this resolution to improve the experience of riders and employees and make our bus service through the transit center more efficient.

Action: President Lewis called for approval of Resolution 26-03-14. All directors voted with approval and the motion passed with unanimous approval.

5. **ORDINANCES**

Ordinance 381 – Amending and Updating TriMet Code Chapter 19 (Second Reading)

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

Mr. Desue discussed Ordinance 381. This Ordinance will make necessary and important amendments to 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. As was shared at last month's Board meeting, TriMet contracts with the State of Oregon's Department of Human Services to provide premium paratransit service to riders who receive transportation benefits paid for by Medicaid. Any use of this premium paratransit service must occur under a formal contract at an agreed-upon rate and must be covered by Medicaid funds. Instead of following that requirement some providers are buying Annual LIFT passes, which allows them to avoid the administrative workload necessary to meet contractual procedures. This leads to TriMet funds, not Medicaid funds, subsidizing the premium services provided for these paratransit riders. This generates a substantial revenue loss for TriMet. With the approval of this ordinance, we will discontinue the Annual LIFT Pass and make other changes as documented in the corresponding exhibits A and B. Discontinuing the Annual LIFT Pass is projected to lead to the recovery of about \$5 million dollars in revenue over two years.

Action: Director Kim made a motion to adopt Ordinance 381. Director Frisbee seconded the motion.

A roll call vote was conducted by General Counsel Devine.

Director Flowers – yes

Director Frisbee – yes

Director Kellogg – yes

Director Graham – yes

Director Kim – yes

Director Lewis – yes

Ordinance 382 – Adopting FY2027 Service Changes, Revising Route Designations, and Amending TriMet Code Chapter 22 (First Reading and Public Hearing)

General Counsel Shelley Devine read Ordinance No. 382 by Title Only.

President Lewis opened the public hearing. There were no members of the public present to comment on Ordinance 382. President Lewis closed the public hearing.

Mr. Desue discussed Ordinance 382. This Ordinance is necessary for the adoption of our fiscal year 2027 service plan. We must adjust our service to align spending with our resources. The larger service cuts proposed for this August come after the internal spending and staff reductions last fall and additional internal cuts currently being planned. Mr. Desue stated he does not want to cut service; no one at TriMet does. It truly is a last resort for any transit agency, but we must make changes to make our service more efficient and responsive to changes in ridership as we balance the budget. Mr. Desue introduced Jennifer Koozer, Director of Community Affairs & Engagement, Tom Mills, Director of Mobility Planning and Policy, and Grant O'Connell, Manager of Service Planning and Development to share details on the process and changes influenced by feedback received in January. Following their presentation, Executive Director of Public Access & Innovation John Gardner and Jake Warr, Manager of Title VI & Public Access shared the Title VI assessment of the impact the changes and cuts would have on minority and low-income populations. A copy of the presentation is located in the meeting archives at www.trimet.org.

6. ANNOUNCEMENTS

President Lewis reminded the Board that before the next Board meeting, the TSCC will be holding its meeting in-person and Board members are expected to attend. The TSCC meeting will start at 8 am in the 2nd floor Boardroom at One Main Place. The regular Board meeting will take place at 9:30am following the conclusion of the TSCC meeting.

Hearing no further business, President Lewis adjourned the meeting at 12:54pm.

Respectfully submitted,

Falesha Thrash

Falesha Thrash, Board Administrator and recording secretary