



## Minutes

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<b>Meeting:</b>	TriMet Board of Directors Regular Board Meeting	<b>Date:</b>	April 22, 2026
<b>Board Members Present:</b>	JT Flowers Tyler Frisbee Erin Graham Robert Kellogg Thomas Kim LaVerne Lewis	<b>Board Members Absent:</b>	

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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).

Following Public Forum, President Lewis called the business meeting to order at 10:35 am.

### 1. Committee Reports

**Committee on Accessible Transportation (CAT)** – Director Graham provided a summary of the April 15 CAT business meeting. The meeting kicked off with a presentation from TriMet Government Affairs about the 2026 short session. One item addressed was a decision on what to do with the referendum for the transportation package, Ballot Measure 120, which includes a temporary increase to fund transit through STIF. This ballot measure will be on the May ballot. HB 4008 Transit Funding Task Force did not pass, however, the issue will be convened by the Governor’s office rather than the legislature. The Governor is convening a Transportation Vision Workgroup to determine how it can be funded in Oregon. There will be a transit subcommittee that TriMet will be involved in. Lindsay Tenes, TriMet’s State Government Relations Program Manager, encouraged members of CAT to connect with their legislators and share their transit stories. The LIFT Subcommittee provided an update on the upcoming LIFT Service Changes, and the ways in which staff is communicating with riders to ensure there is consistent understanding of the changes, mitigations and new technology updates. The Wayfinding Subcommittee addressed a concern regarding the Falcon text to speech devices, however, staff alleviated those concerns by confirming the Falcons will now have Braille and raised lettering. TriMet staff shared that TriMet LIFT was awarded the Innovator Award from our Software vendor, Trapeze, recognizing TriMet LIFT as the most innovative system in the country. Next steps will focus on advancing both bus and station design. Staff also shared the Wayfinding Committee is evaluating Next Generation bus shelters on a field visit on Friday, May 8 evaluating for bench placement and amenity locations. TriMet LIFT is working with PSU’s Orientation & Mobility Program to develop tactile maps for blind and low vision riders, to help them navigate our most complex transit centers. The first maps will be evaluated next week at Interstate Rose Quarter transit center. Once the mapping and symbology is confirmed, we will continue building out tactile maps for the remaining transit centers and complex transit stations.

A concern was raised in regards to the Accessible Transportation Fund Advisory Committee (ATFAC) FY28-29 funding process, noting that \$4 million in Human Service STIF funds that TriMet has historically contributed to the ATFAC allocation process will be removed from the Committee's allocation pool and TriMet will retain those funds for support of the LIFT service. Director Graham requested to have a broader briefing for the Board in the future of not only the money flows to ATFAC, but also to Ride Connection and other service providers to more comprehensively understand where the money is coming from for each of those services, who is being served and the efficiency of those services. The meeting came to a close following a TriMet 2030 presentation for the long-term vision to guide the agency's priorities, investments and service improvements over the next five years. The next CAT business meeting is scheduled for May 20.

**Crash Advisory Committee (CAC)** – Director Kellogg shared a summary of the April 13 Crash Committee Meeting. The Committee reviews incident summaries, video evidence and cause analyses to provide feedback to TriMet's safety team. Director Kellogg announced the retirement of Mike Mullin from Ride Connection and thanked Mike for his service on the Committee. At the April 13 meeting, the Committee reviewed seven total crashes, half of which resulted in fatalities. Director Kellogg shared that his time serving on this committee has brought to his attention the amount of infrastructure on the system and the work it takes to maintain access control around the tracks. He acknowledged the challenge of the Human Element, and the increase of passengers experiencing mental health crises or severe intoxication, noting that public safety and security is a shared responsibility of partnering agencies beyond TriMet personnel. Education and Safety campaigns were shared, highlighting the TriMet Close Call Social media posts and its effectiveness. Staff will continue to explore public education options to reach the community; noting that noise cancelling headphone and cellphone distractions are a significant cause of near misses and incidents. The next CAC meeting will take place late summer or early fall of 2026.

**Finance and Audit Committee (F&A)** – Director Kim shared a summary of both the March 25 and April 14 F&A meetings. At the March 25 meeting, the Committee reviewed the fiscal year 2026 budget transfer that was approved at the March Board meeting. The Chief Financial Officer then presented the updated budget balancing scorecard used to project the 15-year forecast. Discussion included enhancing the Scorecard to show a roll-forward from the prior deficit projection to the current projection, allowing readers to more clearly understand cumulative changes over time. The spending reductions in general and administrative costs as well as the proposed service changes will be presented in the FY2027 budget before the Board in May 2026, along with the reconciling actions taken. Related to our reductions and service cuts, the General Manager mentioned that other transit systems such as Denver and Las Vegas Transit are also looking at service and personnel cuts to balance their budget over the next few years.

At the April 14 F&A meeting Eide Bailly, our external audit firm, presented an overview of the upcoming FY26 external audit. They will start the audit interim fieldwork at the end of April and into early May. The final fieldwork will begin in August and they anticipate to wrap up the audit at the end of October. Eide Bailly plans to present the results of the external audit at the October Board meeting. Additionally, TriMet's internal auditor gave the Committee a thorough update on internal audits the team completed over the last year as well as business process improvements that they have completed. Lastly, the Chief Financial Officer then led the Committee through an update of the balanced budget scorecard that reflected recent changes in our operations in addition to recent service changes that have impacted the District's overall deficit. The presentation included how the balanced budget scorecard will change if the Board approves upcoming service changes and the FY27 budget that will come before us for approval at the May board meeting. The next F&A meeting is scheduled for May 21.

## **General Manager Report**

### **February Ridership**

Mr. Desue provided an overview of ridership for the month of March. TriMet provided nearly 5.6 million rides for the month. That is 2.5% higher than monthly ridership for March 2025. Year-over-year, March saw higher ridership across all modes. Weekly ridership on bus was up by more than 2%, and WES jumped 7.5% from this time last year. It is worth noting that there was one additional weekday in March 2026, which contributed to those higher totals.

### **Budget Scorecard Update**

Mr. Desue announced that the Board will vote on a resolution next month to adopt the FY2027 budget. Upcoming cost-cutting efforts will be captured in the update the Board will receive at next month's meeting before we ask for a vote. Those efforts include the service changes proposed to take effect August 23, 2026, if you approve them today, and another round of internal spending cuts as well as another staffing reduction much larger than the fall 2025 staff reduction. Because of that, the FY2027 budget presented to you for adoption will be less than the proposed budget had been. Mr. Desue then introduced Chief Financial Officer, Nancy Young-Oliver and Director of Budget and Forecasting, Michael Dohn, to provide a budget scorecard update. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org).

### **Monthly Operations Analysis**

Mr. Desue introduced Alan Lehto, Executive Director of Planning, 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).

### **Monthly Safety and Security Report**

Mr. Desue introduced Andrew Wilson, Chief Safety and Security Officer, to present a monthly Safety and Security Update. A copy of the presentation is located in the meeting archives at [www.trimet.org](http://www.trimet.org).

### **MAX Type 1 Sendoff Event**

Mr. Desue shared details on the April 18 sendoff event for the Type 1 MAX trains. This past weekend we bid farewell to our original MAX trains after nearly forty years of service. Mr. Desue thanked the 3,000 people who turned out for the retirement event we had for the Type 1 Saturday at Holladay Park. Riders, employees and even some TriMet retirees who worked on and in the Type 1s when they were brand new, reminisced and said goodbye to the original MAX train. The Type 1 entered service on September 5, 1986, with the debut of TriMet's MAX light rail system. It was a historic day and it helped put Portland on the map as a place where alternative forms of transportation work well. Getting people out of their cars, reducing traffic congestion and improving air quality, making our region a better place for everyone to live. The Type 1's longevity is a testament to the TriMet mechanics and engineers who worked on them through the years. The Type 1s officially left service about 140 days or so shy of rolling past their 40<sup>th</sup> year on the rails. They have served our riders and our region well over the decades. Mr. Desue then shared a video to show the recycling of a decommissioned train. The video can be accessed from the board meeting recording located in the meeting archives at [www.trimet.org](http://www.trimet.org).

### **Consent Agenda**

- Approval of Board Meeting Minutes for March 25, 2026
- Resolution Directing Ordinances to be Read by Title Only

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

#### 4. Resolutions

President Lewis paused the Regular Business Meeting and convened the TriMet Contract Review Board to consider Resolution 26-04-15.

##### **Resolution 26-04-15 – Authorizing an Exemption from Low Bid Requirements to Procure Construction Services for the TV Highway Transit and Safety Project**

Mr. Desue discussed Resolution 26-04-15. The Tualatin Valley Highway corridor connects the communities of Forest Grove, Cornelius, Hillsboro, Aloha and Beaverton. It has long been a top regional priority for major transit investment. That is how Metro, TriMet, ODOT and the local jurisdictions mentioned, partnered to develop the TV Highway Transit and Safety Project. The project follows a 16.2-mile route and would bring TriMet Frequent Express (FX) line to the west side. Tools like signal priority and other treatments would speed up buses so transit service is a more reliable and convenient option. Not only that, the project plans much-needed pedestrian safety and accessibility improvements for the corridor. Regional partners have already advanced the project to about 15% design. As it moves to 30% design, TriMet plans to issue an RFP to bring on a CM/GC. This resolution requests an exemption from the low-bid process to instead allow for a competitive RFP process for CM/GC selection. This approach, which uses broader criteria than price alone, will help ensure selection of the right contractor, with the skills and experience needed to deliver such a project successfully. The cost of the CM/GC services, which will be procured through this low-bid exemption, is included in the proposed FY2027 Engineering and Construction Division budget and will be included in future year budgets. The services will not be procured until FY2027.

**Action:** Director Kellogg moved for approval of Resolution 26-04-15. Director Flowers seconded the motion. The motion passed with unanimous approval.

President Lewis adjourned the TriMet Contract Review Board and reconvened the TriMet Board of Directors.

##### **Resolution 26-04-16 – Authorizing a Construction Manager/General Contractor Services Contract with JE Dunn Construction Company for the Powell Fuel-Cell Electric Bus Infrastructure Project**

Mr. Desue discussed Resolution 26-04-16. TriMet received a Low or No Emission Grant that supports the Powell Fuel-Cell Electric Bus Infrastructure Project. That federal grant was fully executed in May 2025. The grant covers funds for a number of elements for the 82nd Avenue Transit Project. Specific to this resolution, the grant funding will be used for modifications to the Powell Operations Facility, including installing a hydrogen fueling station. These investments are necessary to maintain and fuel a new fleet of fuel-cell battery electric buses at Powell for the future FX service coming to 82nd Avenue. The Powell Fuel-Cell Electric Bus Infrastructure Project is complex and highly specialized. It requires exclusive expertise in applications that include hydrogen fueling systems, permitting, detection systems and other specialty services. The complexity, strict budget and schedule requirements require selection of a contractor with the technical capabilities to keep the facility operational through construction and the project on track for FX service to begin in 2029. Today's resolution asks the Board to approve the award of the CM/GC to JE Dunn, with an initial authorization of \$292,795 for pre-construction services. During the pre-construction phase, TriMet staff will work closely with JE Dunn to develop a total contract price that aligns with our internal estimates and the project budget. Once that price is established, we will return to the Board with a resolution requesting authorization for the full construction contract. In September 2025, the Board approved a resolution exempting the project from low-bid requirements. A competitive RFP process identified JE Dunn's proposal as the best and highest value for TriMet. The budget for the project is included in the Maintenance Division's five-year Capital Improvement plan and future funding forecasts.

**Action:** Director Kim moved for approval of Resolution 26-04-16. Director Graham seconded the motion. The motion passed with unanimous approval.

5. **ORDINANCES**

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

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

Mr. Desue discussed Ordinance 382. The plan that comes before the Board today reflects about nine months of very challenging work. Mr. Desue thanked TriMet employees and thousands of TriMet riders for standing by us and walking with us as we navigate this process. As General Manager of TriMet and a 30-plus-year veteran of the transit industry, it goes without saying that making changes like these is never easy. He emphasized again that he does not want to do this. Not a single person in this room, wants to do this. But we are all in agreement that something big must be done to restore TriMet’s financial footing so we are able to provide transit service today, tomorrow and for generations to come. If the Board approves the FY2027 service plan today, the next step will be to incorporate the plan and the savings it affords into the budget that will come before the Board for adoption next month.

**Action:** Director Kim made a motion to adopt Ordinance 382. Director Kellogg seconded the motion.

A roll call vote was conducted by General Counsel Devine.

Director Kim – yes

Director Frisbee – yes

Director Kellogg – yes

Director Graham – yes

Director Flowers – no

Director Lewis – yes

6. **ANNOUNCEMENTS**

President Lewis reminded the Board that the next Board meeting will be a Board Retreat on May 13 at 9:00am in the 2<sup>nd</sup> floor Boardroom at One Main Place. The next regular business meeting will be Wednesday, May 22 also in the Boardroom at 9:00am.

Hearing no further business, President Lewis adjourned the meeting at 12:32pm.

Respectfully submitted,

*Falesha Thrash*

Falesha Thrash, Board Administrator and recording secretary