Minutes

Meeting:	TriMet Board of Directors Regular Board Meeting	**Date:**	July 22, 2026
Board Members Present:	JT Flowers Tyler Frisbee - virtual Erin Graham Robert Kellogg - virtual Thomas Kim LaVerne Lewis Denyse McGriff	**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 9:57 am.

1. **Committee Reports**

   Committee on Accessible Transportation (CAT) – Director Graham shared a summary of the July 15 CAT Business Meeting. This was the first meeting of the new fiscal year for CAT, and the committee welcomed five new members as well as new Executive Committee members.

   The Fixed Route Subcommittee provided an update that included a review of the proposed articulated buses for the 82nd Avenue Transit Project. The Committee reiterated its recommendations to incorporate expanded flex space, additional mobility device securement areas, and mid-door boarding for riders using mobility devices into the vehicle design. Committee leadership further reported the continued rise in ADA pass-ups on TriMet bus lines, which increased 26% compared with May of the previous year and 22% year-over-year in June.

   The Wayfinding Subcommittee provided an update noting that Braille and raised-letter tactile placards are currently being installed on Falcon devices, which convert digital transit information into audible announcements at TriMet bus stops equipped with digital displays. This enhancement will ensure the devices are universally accessible and usable by riders who are blind or have low vision, while improving accessibility for all customers. The Subcommittee also reported continued progress on the Braille and tactile transit center maps being developed in partnership with the Portland State University Orientation and Mobility Program. The maps are currently undergoing final user testing, with refinements being incorporated prior to final production.

   An update was provided on the 82nd Avenue Community Advisory Committee (CAC), noting that the CAT has developed a comprehensive set of recommended accessibility features and operational requirements for the vehicles proposed for the 82nd Avenue Transit Project. CAT's recommendations were unanimously adopted by the Committee and have been forwarded to both the Community Advisory Committee and TriMet project staff for consideration during the vehicle selection and design process.

TriMet LIFT has been selected as one of only a handful of transit programs nationwide to receive a $50,000 Uber Transit Innovation Fund grant to pilot an innovative first and last mile transportation program for people with disabilities. The pilot will provide a small subset of eligible LIFT riders with fully subsidized Uber trips between their homes and nearby transit centers, where they can seamlessly connect to TriMet's accessible bus and MAX network using their no-cost Honored Citizen pass. The program also has significant cost-saving potential. While the average one-way LIFT trip costs approximately $68, an Uber connection is expected to cost about $6. If successful, the pilot could save hundreds of thousands of dollars annually and, if expanded, could save millions.

Planning for the CAT Executive Committee's FY27 work plan will take place in August. Committee members were encouraged to identify priority issues and emerging concerns they would like the Committee to address in the coming year. Subcommittee chairs were also asked to present their proposed FY27 work plans and identify subcommittee co-chairs to support leadership, continuity, and succession planning.

Justin Rossman recognized the outstanding partnership between TriMet's Rail Training team, LIFT staff, Ride Connection, and Oregon Commission for the Blind in providing MAX familiarization training for OCB students who are newly blind. The training introduced participants to TriMet services, demonstrated the accessibility and safety features of MAX, and included hands-on tours of Type 2 and 6 trains. Similar training is regularly provided in partnership with TriMet's Bus Training team and the same community organizations. These hands-on experiences have proven invaluable in building rider confidence, independence, and successful use of the transit system for individuals who are blind or have low vision.

The meeting concluded with a presentation provided by the Portland Bureau of Transportation (PBOT) regarding its ADA Title II Public Right-of-Way Transition Plan Annual Report**.** Staff shared that the report is scheduled for publication on July 16 and will be available for public review and comment. The next CAT Business Meeting is scheduled for August 19.

Metropolitan Policy Advisory Committee (MPAC) – Director Flowers shared a summary of the June 24 MPAC meeting. Metro staff briefed the committee on the Future Vision update and Metro's Economic Development Roadmap, and the cities of Portland and Tigard presented on their growth since the region's 2040 Growth Concept was adopted in 1995. Staff shared engagement progress to date, including a Youth Summit on August 15th at Portland State University, a free, all-day event for ages 14–24 to envision the region's future.

The 2026 Roadmap supports Metro Council's regional economic priorities through three efforts: a Job Ready Lands initiative to ensure adequate employment land for attracting business; priorities for the 2027 state legislative session on industrial business attraction; and a Comprehensive Economic Development Strategy developed with the Greater Portland Economic Development District. MPAC will receive regular updates on these initiatives over the next year.

Portland and Tigard shared how the Growth Concept has shaped development in their cities, highlighting greater density, expanded housing choices, and improved transportation options along designated corridors and centers. This retrospective is timely, as Metro will adopt a new Future Vision in 2027. The next MPAC meeting is scheduled for this evening.

Accountability Committee – Director Kellogg provided a summary of the June 24 Accountability Committee meeting. All committee members were in attendance. Committee Member Darlene Graham, TriMet’s Senior Internal Audit Officer, provided a review of 2025 EthicsPoint Hotline reports. Overall, there were 13 total reports; two fewer reports than in 2024. Dan Maguire, Senior Analyst of Information Governance, provided a review of 2025 Public Records Requests. TriMet received a record 911 Public Record Requests in 2025, breaking the 2024 record of 834 requests. The Committee then continued conversations about updating trimet.org with removing the Accountability and Transparency page. Committee Member Roberta Altstadt, TriMet's Communications Director, walked the Committee through the updates on the website since our last meet in October. The 'main menu' and 'about us' pages were updated to continue to provide the information previously found on the Accountability and Transparency page in a more organized and accessible way. The next Accountability Committee meeting is scheduled for Wednesday, January 27, 2027.

Board Announcements – President Lewis asked Director Frisbee to share a report from the Governor's Transit Vision Committee (Workgroup). Director Frisbee shared that at the July 7 meeting, the workgroup heard from key legislators from the joint committee on transportation. There were varying views on how transit should be considered as a priority in a funding package. Director Frisbee emphasized there is a fair amount of work ahead for the workgroup to have a transportation vision and advise the Governor on what that may look like. The workgroup hopes to have a vision that will provide a roadmap and framework; however, the legislators will need to develop and deliver a package. The next Workgroup meeting is scheduled for August 7.

President Lewis announced to the Board to expect the General Manager Performance worksheet soon as she and Director Kim are finalizing the details for the FY26 GM Performance Evaluation process and FY27 GM Deliverables. She also reminded the Board to complete their Ethics training, required once per term served.

2. General Manager Report

Staffing Reduction

Mr. Desue provided an update on recent TriMet staffing reductions. TriMet has overcome so much in our 56-year history. From extreme weather, civil unrest, societal crises, a recession, a once-in-a-lifetime pandemic and much more. Those were defining moments for this transit agency and now we are in another. As we must address our long-term budget deficit through pursuit of new revenue streams and by bringing our spending in line with our resources, the largest staffing reduction in TriMet history is now underway. Our ridership has stabilized at rates lower than before the pandemic, and yet the size of our agency is larger than it was before it. That, coupled with the increased costs facing public transit agencies and revenues not keeping up, means we must resize and refocus. Inside our agency and out, we may look different and be different, but what will remain unchanged is the role we provide. TriMet is the heart of our community and we will continue to serve this region with pride and dedication.

Budget Scorecard Update

Mr. Desue introduced Chief Financial Officer, Nancy Young-Oliver to provide a budget scorecard update. A copy of the presentation is in the meeting archives at www.trimet.org.

June Ridership

Mr. Desue provided an overview of ridership for the month of June. Ridership continued to trend up slightly in June over the previous year. TriMet provided 5.6 million rides last month, up more than 53,000 from June 2025. That was driven largely by increased ridership on bus, which was up 2.8%. Unexpectedly, MAX ridership was down by about 2.7%. WES ridership was also up year-over-year.

General Manager Deliverables – Fiscal Year 2026
Mr. Desue introduced Alan Lehto, Executive Director of Planning, to report on the deliverables assigned to the General Manager by the Board for fiscal year 2026. A copy of the presentation is in the meeting archives at www.trimet.org.

TriMet 12 Month Priorities Outlook
Mr. Desue provided an update on TriMet's priorities for the next twelve months. At its core, this is about rebuilding TriMet's foundation so we are positioned to build a stronger future for our riders, our employees, and the region we serve. This is not a new direction. It is about sharpening our focus during one of the most important periods in our history. Today we will briefly cover six things:

- How our TriMet 2030 Strategic Plan continues to guide us.
- The value TriMet brings to this region every single day.
- The financial reality we are facing.
- Where we will focus our energy over the next year.
- How we will work with our partners to move forward.
- And finally, why I'm confident in where we are headed.

Mr. Desue said whenever we talk about budgets, service levels, or financial sustainability, he thinks it is important to begin with why this work matters. For more than 57 years, TriMet has been connecting people to opportunity. TriMet has provided more than three billion rides since the agency was created. Every week, roughly 1.3 million trips begin on a TriMet bus or train. Those aren't just numbers, those are people getting to work. That is students getting to school, families reaching medical appointments, someone making it to an interview, friends getting together; lives moving forward. Last year alone, TriMet provided more than 68 million rides. More than 90 percent of the jobs in our district are within a half mile of transit. That is over 880,000 jobs connected by our system. More than one-third of the people we surveyed told us they rely on TriMet for most of their transportation. That tells us something important. Transit is not simply a transportation service, it is an economic engine that makes this region more affordable, and it is part of what makes this region work.

Our TriMet 2030 Strategic Plan continues to be our roadmap. It provides the vision, goals, and direction that will guide this agency over the next several years. What has changed is the urgency around one particular part of that plan. Our costs continue to grow faster than our revenues. While every goal in our Strategic Plan remains important, the next twelve months require us to concentrate on one overriding priority: Protecting service by putting TriMet on a sustainable financial path. Within the Strategic Plan, that means placing particular emphasis on the strategies supporting the overriding priority of protecting service by putting TriMet on a sustainable financial path. Two of the key strategies are strengthening our fiscal efficiency and transparency, such as, we are resizing the agency by eliminating 400 positions. We will continue to improve our communication with the region, our riders, the Board and the media on where we are with our budget deficit and the steps we are taking to solve the deficit. Also, we are pursuing new and sustainable sources of revenue. We will be going to the legislature with an ask for an increase in payroll tax.

Although we expect to make progress on multiple strategies, these strategies will shape many of the decisions we make over the coming year. To make that happen, we need to effectively tell our story about TriMet's value to the region. We are going to increase our focus on two strategies for advancing our value to the region. One is to proactively engage and collaborate with regional partners and stakeholders. We are going to immediately start to renew, build and rebuild our relationships with the region. The other is to share our story about our positive contributions for our riders and the region. Finally, the last strategy is to protect service by putting TriMet on a sustainable financial path by advancing our 2030 strategy of establishing a culture of continuous improvement that drives innovation and identifies inefficiencies. This is very important for TriMet to demonstrate fiscal stewardship and improve efficiency.

The financial challenge we are facing is not unique to TriMet. Transit agencies across Oregon and throughout the country are dealing with rising costs and revenue that simply has not kept pace. At the same time, our communities have changed. Travel patterns have evolved. People are riding differently than they did just a few years ago, and our riders and partners are asking us to provide service in different ways. We cannot simply keep doing what we've always done; we must adapt. That means becoming more efficient and reshaping service where appropriate. It means resizing parts of our organization and pursuing new revenue that allows us to continue delivering the service our communities rely on. We cannot accomplish that by ourselves. The future of transit in this region is going to depend on partnerships. It will require business leaders, community organizations, local governments, elected officials, and our riders all working together toward a common goal. Lasting funding solutions are built through broad regional support.

Mr. Desue asked what does success look like over the next year? It begins with one clear focus: Implementing comprehensive financial strategies that protect service while balancing our budget for long-term sustainability. That includes making difficult decisions to resize our organization, improve efficiency, and operate as lean as possible with aggressively pursuing additional revenue. That includes working with our partners on a funding ask during the 2027 legislative session and other regional and federal revenue opportunities. Our government affairs and internal revenue generating teams are exploring every viable option that can provide long-term stability.

How we accomplish this work is just as important as what we accomplish. Mr. Desue said for him, it comes down to two things: relationships and customer experience. We are going to continue being transparent about where we are financially. We will openly share the difficult decisions we are making and the efficiencies we are implementing. We will continue listening to our partners, learning from other agencies, and working together to identify better ways of doing business. We will also continue telling the story of why transit matters. Good transit strengthens our economy, supports housing affordability, connects employers with workers, reduces congestion and it creates opportunity. We will also be honest about the consequences if sustainable funding is not secured. Those are not easy conversations, but they are necessary ones. At the same time, everything we do has to preserve the experience our riders have every day. That means continuing to invest in safety, maintaining reliable service, keeping our system in good repair and continuing to reshape service based on what riders need today, not what they needed five years ago.

Mr. Desue said when he moved to Portland several years ago, one of the things that struck him immediately was how deeply transit was woven into the fabric of this region. We have served this region through recessions, natural disasters, and a global pandemic. He stated that the last 6 months have been the most difficult time for him with the elimination of over 400 positions at our agency. Mr. Desue said he did not come to this organization to downsize and reduce service, but the next twelve months will not be easy. Some of the decisions ahead will be difficult, but they are also necessary. Because what we are doing is not simply balancing a budget; we are strengthening the foundation that will allow TriMet to continue to serve this region for generations to come. On Friday, Mr. Desue said he will be providing the Board his next twelve-month goals for review and approval and will work with the board to immediately schedule an upcoming Board Strategy Session this fall to discuss scenarios to address the budget deficit and TriMet's current financial picture with August service reductions and the elimination of 400 positions. Mr. Desue said at the Strategy Session, he will provide the Board with a strong recommendation on how we can solve our budget deficit and will review the latest on our efforts to go after more revenue. Additionally, we will chart our path forward on renewing, building and improving relationships with our partners and assessing what our constituents and partners' needs are. Mr. Desue shared that he believes this region understands that a strong transit system is essential to its future and if we stay focused, work together and continue earning the public's trust, he is confident we will emerge stronger than we are today.

Employee Recognition

Mr. Desue recognized Maintenance of Way Assistant Manager, Sean Hall for his innovation and creativity. Good Day Oregon's Tony Martinez also interviewed Sean about his work. A recording of the interview and full board recognition of Sean can be found in the meeting archives at www.trimet.org.

General Manager FY26 Performance Evaluation

President Lewis added a final announcement following the General Manager report. Now that the results of the General Manager's Fiscal Year 2026 Deliverables have been presented, President Lewis announced that the Board will be engaged in the General Manager's FY26 Performance Evaluation process, which is informed by those deliverables. A subgroup of the Board will work on that evaluation. The subgroup includes Director Flowers, Director Frisbee and President Lewis. There is a second subgroup to kick off the General Manager's FY27 Deliverables process. That subgroup includes Director Graham, Director Kellogg and Director McGriff. Both subgroups will be focused on their respective work and will come together for a virtual Executive Session on Thursday, September 17 to discuss and finalize those documents, which will then be publicly presented and discussed at the October board meeting. Vice President Kim will finalize both sets of documents for the October 28, 2026 board meeting.

3. **Consent Agenda**
    - Approval of Board Meeting Minutes for June 24, 2026

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

4. **Resolutions**

Resolution 26-07-22 – Authorizing a Contract with Universal Protection Services, LP, dba Allied Universal Security Services to Provide Transit Customer Safety Officers and Safety Response Team Services

Mr. Desue discussed Resolution 26-07-22. TriMet has utilized contracted security services to support the work of our Transit Police Division since 1988. It is a cost-effective way of providing security presence and response, especially as most issues on our transit system are more nuisance than criminal and do not require police. Our main and largest contract security staff is our Transit Security Officers supplied by Allied Universal Security Services. In 2018, TriMet added Customer Safety Officers to support Code and Fare Enforcement activities conducted by our staff. In 2021, we added the Safety Response Team in response to address emergent issues coming out of the pandemic with public drug use and mental health affecting our community and our transit system. As you know, the team helps connect people in need on or near our system to social services. Last year, the team assisted people more than 135,000 times, provided more than 35,000 welfare checks and connected more than 10,600 people to services. The contract for the Safety Response Team and Customer Safety Officers was a sole-source contract that ends at the end of this month. It had included the possibility of two one-year extensions. However, since the Board adopted revised Contract Review Board rules last year, including limiting sole-source contract awards to two-year terms in most circumstances and requiring Board approval of all sole-source contracts over $250,000, we determined a new contract for Safety Response Team members and Customer Safety Officers was prudent.

TriMet issued a competitive RFP and received six proposals. The evaluation committee determined that Allied offered the best overall value, based on its qualified staff, local presence, strong knowledge of TriMet's system, and ability to meet TriMet's needs. Allied's proposed price of $58.4 million came in under our independent cost estimate and is fair and reasonable compared to prior contracts and other proposals. The proposed contract includes an initial three-year term, with two one-year extension options. The contract will be paid with General Funds and is included in the Safety & Security Division's FY 2027 Adopted Budget. It will be requested in the division's future annual budgets as well.

Currently, the budget funds 75 Customer Safety Officers and 40 Safety Response Team members, totaling 115 positions, in addition to the Allied Transit Security Officers supplied under a separate contract. We did receive a letter from the current provider of these security services, Portland Patrol Inc, objecting to the outcome of the selection process. After TriMet investigated the protest, I reviewed it with General Counsel Shelley Devine and deemed it was unfounded. Specifically, and as stated in our response letter to PPI, Mr. Desue did not find anything to support the claim that TriMet failed to evaluate PPI's proposal in accordance with criteria and processes set forth in the solicitation. Indeed, PPI submitted a proposal that resulted in its inclusion in the competitive range, and it was one of two proposers given the opportunity to interview and submit a Best and Final Offer. On July 16, PPI requested reconsideration of the decision. Our Legal and Procurement teams will evaluate that Request. In the meantime, the resolution before you authorizes, but does not require, the General Manager to enter into a contract with the successful proposer, Allied. Should the General Manager determine, in his discretion, to grant PPI's reconsideration request then we would not exercise that authority. However, should we deny PPI's reconsideration request, your action today will allow us to move forward without undue delay and sign a contract with Allied.

Action: Director Flowers moved for approval of Resolution 26-07-22. Director Kim seconded the motion. The motion passed with unanimous approval.

Resolution 26-07-23 – Authorizing a Construction Manager/General Contractor Services Contract with Stacy Witbeck for the Track Rehabilitation Project

Mr. Desue discussed Resolution 26-07-23. This resolution focuses on keeping our light rail system in a state of good repair. Every year we must do what we label "MAX Improvement projects" to replace worn and outdated materials and equipment, upgrade crossings and sections of the trackway and make other improvements to keep trains running safely, smoothly and on schedule. Stacy Witbeck has been a long-standing, vital partner in these state of good repair projects for more than a decade. It's time to issue a new CM/GC contract for these large maintenance projects for the next five years. Among the upcoming projects we will be replacing some worn rail and special trackwork and installing new roadway crossing panels in select areas. Four firms expressed interest in the RFP issued for this work, but only Stacy Witbeck submitted a bid. This is extremely specialized work that requires a high-level of expertise specific to the light rail industry, the necessary equipment and required technical abilities. That is why the other companies did not submit bids and indicated that they were not suited for the CM/GC role or did not have the necessary experience. Additionally, the Project team has previously done outreach to other national firms that specialize in this type of work; however, those firms indicated the contract is too small to warrant relocation to Portland. This Resolution authorizes a $20 million dollar CM/GC contract to Stacy Witbeck, plus a $2.4 million change-order allowance, for pre-construction and construction services over a five-year term. Individual task orders will be issued for each project element, with construction pricing developed during pre-construction to align with TriMet budgets and estimates. General Fund dollars for this work are included in Maintenance Division's budget for FY 2027 and will continue to be requested through the five-year Capital Improvement Plan (CIP) budget for future years.

Action: Director Kim moved for approval of Resolution 26-07-23. Director Flowers seconded the motion. The motion passed with unanimous approval.

Hearing no further business, President Lewis adjourned the meeting at 12:10 pm.

5. **Briefing**

2025 Annual Transit Police Report

Mr. Desue introduced Multnomah County Sheriff Nicole Morrisey O'Donnell to present the 2025 Annual Transit Police Report. Under her leadership and with other security improvements Chief of Safety & Security Andrew Wilson have established the past several years, calls for police services on our system have dropped nearly 50% since 2021, and they remained steady last year over the previous year. The strong partnership between TriMet and the Sheriff's Office has been focused on, and critical to, the safety of our riders and employees. A copy of the presentation is in the meeting archives at www.trimet.org.

Interstate Bridge Replacement Program Update

Mr. Desue introduced Jamie Snook, Executive Director of Capital Project Delivery for our Engineering & Construction Division and TriMet's IBR Project Director Paige Schlupp along with IBR Interim Program Administrator Carley Francis to provide an update on the project. A copy of the presentation is in the meeting archives at www.trimet.org.

Respectfully submitted,

Falesha Thrash

Falesha Thrash, Board Administrator and recording secretary