

# TriMet

## 2023-24 Hearing Minutes

April 26, 2023  
8:00 a.m.  
Portland Building  
1120 SW 5<sup>th</sup> Avenue  
Room 206  
Portland, Oregon

### Present

#### **TSCC:**

Chair Harmony Quiroz, Vice-Chair James Ofsink, Commissioner Mark Wubbold, Commissioner Margo Norton, Commissioner Matt Donahue, Executive Director Allegra Willhite, and Budget Analyst Tunie Betschart

**Absent:** None

#### **TriMet:**

TriMet Board Members: President Dr. Linda Simons, Board Vice President Lori Irish Bauman, Dr. LaVerne Lewis, Ozzie Gonzalez, and Kathy Wai

TriMet Staff: General Manager Sam Desue, Chief Financial Officer Nancy Young-Oliver, General Counsel Shelley Devine, Executive Director of Safety and Security Andrew Wilson, Director of Transit Equity Inclusion & Community Affairs John Gardner, Executive Director for Labor Relations and Human Resources Kim Sewell, Director of Major Planning and Projects Jamie Snook, and Senior Director of Business Planning Alan Lehto, Director of Planning and Mobility Tom Mills

Before the opening of the hearing, Executive Director of Safety and Security Andrew Wilson gave a safety briefing, explaining what to do if everyone needed to evacuate the room for any reason. He said the Board Chair would make that declaration if it became necessary. At that point, the security director would escort everyone to the designated area.

Chair Harmony Quiroz opened the public hearing by welcoming everyone to the hearing and briefly describing the duties and responsibilities of the TSCC. She reviewed the hearing process and stated that the hearing was to engage the district leadership and provide an opportunity for the public to comment before TriMet adopts its budget. She asked TSCC Commissioners and staff to introduce themselves and state if they have business relationships with the district that could be perceived as a conflict of interest. Each commissioner and staff member introduced themselves and stated they had no conflict of interest with TriMet.

Chair Quiroz asked the board members and staff present to introduce themselves. Following TriMet's board and staff introductions, she congratulated TriMet staff for receipt of the Distinguished Budget Presentation Award from the Government Finance Officers Association for its Fiscal Year 2022-23 Adopted Budget Book.

General Manager Sam Desue thanked TSCC for holding the hearing and the board and the public for attending the hearing. He gave a brief overview of the agency's budget, including the dollar amounts for daily operations, capital improvements, and debt service. He listed a few items that guided the decision-making process for this year's budget. He reviewed the priorities for the coming year, including transit services, capital investments,

electrification of the bus system, equity, and access. The budget aims to restore ridership hours cut in 2021 and 2022. The first fare package of service changes is scheduled to happen in September 2023, with cuts for seniors as much as 70% of regular fares. Capital investments TriMet plans to complete most of the remaining construction on the Beter Red project. From a climate perspective, this is a big year for TriMet as they will accept delivery of 24 battery electric buses.

He closed by stating the expenditures are greater than resources, and TriMet will draw on the excess fund balance.

Chair Quiroz said before addressing the questions, she would like to allow any members of the public who wish to speak at this hearing to do so. She explained that each person is limited to three minutes, and she notify them when the end is of their time nearing.

No members of the public signed up to give testimony, and no members of the audience wished to speak at this time.

### **TSCC questions:**

#### **Chair Quiroz asked the following questions:**

We know that rider fares do not pay the bills, but ridership is a key public perception of how the transit system is doing. We also know that the "return to the office" is still slow. What is your best thinking on ridership recovery - will ridership return? What incentives and persuasive techniques are working for TriMet to encourage more riders?

Mr. Sam Desue said that ridership is steadily increasing. As of March 2023, it is up 64% of pre-pandemic levels. Ridership on some of the key Frequent Service lines is even higher than that, up to 72% of pre-pandemic ridership. The agency is seeing ridership gains in the middle of the week with more office workers returning. This is a great sign, given that service levels have been down by 22% for the past year compared to pre-pandemic service levels.

TriMet expects system-wide ridership to continue to rebound, but ridership patterns have changed from what they used to be. Generally, TriMet expects work schedules, particularly for office workers, to remain in flux. Additionally, ridership patterns continue to show transit demand growing during the midday on weekdays and on weekends with less concentration on the weekday peaks.

TriMet has completed an extensive bus service restoration plan, including extensive public engagement called "Forward Together" which adjusts service based on these new travel patterns. The first set of improvements is being voted on by the TriMet Board today, right after this meeting, and, assuming they are approved, will be implemented soon. The overall Forward Together plan improves service throughout the district and focuses on areas where ridership gains can be expected.

Specifically, the plan calls for:

- Eight new Frequent Service Bus Lines (buses running every 15 minutes or better, most of the day, every day)
- Extensions of bus lines to new areas
- More weekend service
- A reallocation of service away from historically low-ridership areas to areas where ridership potential is greater

With full implementation, 50,000 more residents will be within walking distance of TriMet service on weekdays and 110,000 more residents on weekends. Additionally,

the number of jobs reachable by the average resident will increase by 49%.

The upcoming May 28, 2023, service change includes some changes that are expected to attract new ridership:

- Creation of a new Frequent Service line, the Line 17-Holgate
- Adjustments to running times for several bus lines that will help ensure on-time performance based on post-pandemic traffic

TriMet has continued to invest in cleanliness, safety, and security, two other key factors that help encourage ridership. The agency will continue hiring more service workers to clean every vehicle every night and deep clean every 30 days. The agency continues expanding the safety and security workforce through the Safety Response Team and increasing the number of Customer Safety Supervisors.

There are some elements of ridership recovery that TriMet can control and is actively working to address and others where they are working closely with their partners to help get people back on transit. Through partnerships, they are carrying out transit priority treatments in the roadway and at intersections, like the Better Bus Program, bus-only lanes, and signal priority, to ensure transit vehicles aren't stuck in traffic and make transit a more competitive choice. TriMet is working hard to make transit an attractive option.

Ms. Nancy Young-Oliver added that TriMet is calling on businesses and employees to return to in-person work, which will impact the ridership.

And what do you think will be accomplished with the budgeted increase from the special events outreach and promotions?

Mr. John Gardner said the agency has done extensive outreach to members to make it easier to use the Hop cards when entering the TriMet bus or rail system. They are reaching out to riders through the low-income fare program and doing outreach to limited English proficiency folks to increase ridership.

**Commissioner Ofsink asked the following questions:**

We see that a fare increase will be discussed by the TriMet Board in May. We understand that TriMet hasn't increased fares for over a decade - what is the driver for increasing fares now? Critics may point to recent service reductions and decreased ridership as reasons to delay a fare increase. Are there other alternatives to increasing fares that you are considering?

Ms. Young-Oliver said it is important to understand the impact passenger fares play in TriMet's operations and diversification in funding resources. TriMet has maintained a AAA bond rating for several years, and one of the key factors in that rating is the strength and diversification of resources.

Pre-pandemic, passenger fares represented over 18% of TriMet's continuing resources, excluding discretionary one-time-only funding, payroll taxes made up 66.4%, and federal formula funding provided 10.6%, collectively 95%.

Due to the pandemic, passenger fare contribution has dropped to 7%, while Payroll taxes are forecasted to contribute 68%, and formula funding, including a portion of STIF, 16.8%, collectively 91.8%.

It's also important to note how successful TriMet has obtained discretionary or competitive funding. Since FY2014, TriMet has secured \$1.2 billion in discretionary funding.

Mr. Desue added that in the past ten years, passenger fares are the only TriMet resource that has not increased but has remained stagnant during rising costs and additional services. TriMet has added service, opened the MAX Orange Line running from downtown Portland to Milwaukie, added electric buses and the associated infrastructure, TriMet increased its transfer time from 2 hours to 2.5, expanded the low-income fare and student fare program, implemented the Hop system with fare capping, and implemented many safety and security initiatives.

The inflationary cost drivers continue to escalate costs and the need to invest further in the “state of good repair”. TriMet also needs to be able to sustain service. If inflationary costs continue to rise and revenues do not keep pace, the agency may be forced to consider service reductions in the future.

Ms. Young-Oliver added that one alternative to increasing fares is not to raise them. But by choosing that alternative, which is roughly \$5M in annual passenger revenue, the agency would not receive to further or sustain service. That amount also has a continuous, escalating factor in the long-term Financial Forecast. Even with the fare increase and a bottom threshold commitment on State of Good Repair (SGR) needs, the agency may be looking at a fiscal deficit in FY2030. If investing in an SGR adequately, the fiscal deficit could be as soon as FY2026. Therefore, fare increases are necessary for this agency. Disapproving the fare increase will not alter the agency right now. But it will impact customers and employees in the long term.

Can you share how equity informs the conversation as the fare increase is considered?

Mr. Gardner said TriMet's community engagement team developed a comprehensive outreach and engagement plan centered on equity to ensure TriMet heard from those most impacted by the proposed fare increase. Through those efforts and partnerships with over 66 community-based organizations, the agency reached over 5,000 riders and community stakeholders. Most of the feedback and survey responses came from events hosted by multicultural community-based partners and participants in the reduced fare programs. By working with community partners, TriMet was also able to leverage their expertise, which helped staff gather feedback across more than ten different languages. Staff feels the proposed mitigations reflect that feedback and have provided an incredibly equitable way forward for the Board to consider. The monthly charge for customers with reduced fares will remain capped at \$28. TriMet has indexed fares across the rest of the country and is the most equitable fares of any public transit agency, especially with the reduced fare program. TriMet has been very responsive in the most equitable way possible.

**Commissioner Donahue asked the following question:**

If the decision is made to forgo the fare increase, what will the short and long-term impacts be for services?

Ms. Young-Oliver said should the fare increase not pass at the May board meeting, TriMet will need to pull the Adopted Budget resolution from the agenda to adjust both resources and requirements as the fare increase has been reflected in the spending plan for FY2024 as well as the financial forecast. Then, staff would resubmit a revised Adopted budget for the June meeting.

Mr. Desue added that failure to raise fares will also slow the agency's ability to fully implement the Forward Together Plan, specifically designed to increase ridership by addressing changing travel patterns and widening easy access to public transit.

Not approving the fare increase would impact customers as the agency evaluates the level of service enhancements and expansions to be implemented or pushed out until a future date when a fare increase passes.

Delaying a fare increase would also cause a larger fare increase later.

Not approving the increase would impact TriMet's service plans, as all passenger fares are used for service. This could lead to a delay in restoring service hours and service expansion in the future. TriMet knows expanding service and increasing frequency will be key to the overall ridership recovery plans.

**Commissioner Norton asked the following questions:**

As ridership continues to recover slowly, even with a modest fare increase operational funding will remain a challenge. Fares, payroll taxes and grants are identified as the primary sources of current operational funding. Can you please share what trends you expect to see for these primary funding sources over the next five years? Is TriMet exploring any other sources for operational revenue?

Ms. Young-Oliver said it is always a challenge to find a new revenue source. TriMet is assessing the overall need for additional revenue as they look at expenditures in the years ahead for increasing service levels, addressing State of Good Repair needs, and exploring further capital projects.

While the agency does that, the staff explores all the revenue options, including fares, STIF funding, federal formula funds, grants, payroll tax, and other areas that may help generate revenue.

Once both pieces are in place, the expenditure needs, and revenue options, staff will develop an overall revenue-generating strategy.

You are in deficit financing this year, how long will that continue? What is the impact of that?

Ms. Young-Oliver said when COVID hit, TriMet ridership was way down with the stay-at-home orders. They immediately cut spending significantly to increase the unrestricted fund balance to carry them into the future to address the pending shortfalls. The agency has been very prudent with spending only on necessary expenditures. As a result, they are significantly above their policy of maintaining a two and half month operating reserve. This frugal spending is the reason TriMet is not facing a deficit today.

**Commissioner Wubbold asked the following question:**

The district has recently adopted code revisions to discourage unlawful and other undesirable behavior in the transit system. This budget also makes investments for safety and security. What differences should transit riders, employees, and the larger community expect with these changes?

Mr. Andrew Wilson said the region, like the country, is facing challenges in hiring law enforcement officers. In response to this, TriMet continues to increase unarmed security presence. For riders, they're seeing more of a security presence while they ride the buses and trains. TriMet is bringing on more unarmed personnel and increasing the tools security personnel have to address code violations and reduce security-related incidents. TriMet is pursuing additional technological security advances for surveillance to make the transit system safer. This includes better monitoring of access control, real-time security reporting tools, and other enhanced Crime Prevention Through Environmental Design (CPTED) principles. The agency knows riders want more of a security presence on the transit system, and staff is delivering on that by having more personnel actively patrolling the system while working to install technology that can help with monitoring any crime on the system or help prevent it from happening in the first place.

**Commissioner Ofsink asked this follow-up question:**

Can you expand on the CEPTED principles?

Mr. Wilson explained that Crime Prevention Through Environmental Design is a principle nationwide. TriMet is developing its surveillance capabilities with over 8,500 cameras on the system and active monitoring. They are moving towards 24-hour monitoring of the surveillance cameras. They assist law enforcement with the completion of investigations. They partner with the district attorneys in all three counties to solve crime via surveillance. Access control is a big piece of TriMet's future. There is a lot to CEPTED, sight line reduction, lighting, and other things of this nature are part of this process.

**Commissioner Wubbold asked this follow-up question:**

What do you mean by access control?

Mr. Wilson explained that they are investigating the use of the Hop Card, even with no money on it, to gain access to TriMet's elevators. This would help avoid some of the problems with unwanted debris in their elevators. They are exploring other similar concepts.

**Commissioner Norton asked the following questions:6**

Last year TriMet implemented substantial signing bonuses and selective pay increases for drivers in an attempt to meet staffing needs and boost hiring. As an added difficulty to staffing shortages, we are hearing in the news about safety challenges for drivers. How are things currently? Are you seeing challenges in retaining workers based on safety concerns?

Ms. Kim Sewell answered that the attrition rate for this year is tracking lower than last year, although attrition generally has been tracking a few percentage points higher the last few years than before COVID. However, the agency has had great success in hiring more operators, which will allow them to expand service in May. TriMet is also addressing safety challenges to bring the attrition rates back in line with pre-pandemic levels.

Mr. Wilson said the operators are vital to the operation, and the agency takes their safety very seriously. A few incidents have garnered media attention, and the agency worked with law enforcement partners and the offices of district attorneys across the three counties to ensure these matters are prosecuted to the full extent of the law. But a few high-profile cases in the media, like many aspects of modern life, do not accurately depict the reality the operators face. TriMet has steadily increased its presence on the transit system and facilities with additional unarmed contract security officers, Customer Safety Supervisors, and Safety Response Team members. In 2022, the agency saw a reduction in calls for police services as well as incidents targeting employees, such as assaults, harassment, and yelling at operators.

**Commissioner Ofsink asked this follow-up question:**

Are these improvements reflected in response to staff survey on perception of safety?

Ms. Sewell responded, saying they have not issued a new survey yet this year but will be doing that again soon.

**Commissioner Norton asked these follow-up questions:**

How many driver vacancies do you have now? What level of confidence do you have that you will be able to fill these existing positions and proposed new positions in FY

2023-24?

Ms. Sewell said, as previously mentioned, TriMet has had great success with the bus operator hiring efforts this last year. As a result, the Bus Operator staffing numbers are meeting the current service hour needs. This is reflected in a significant reduction in missed trips and improved reliability. The agency continues to focus on hiring and training Bus Operators as they feed the Rail Operator open positions and staff needs to address ongoing needs that result from attrition due to separation, retirement, and promotions. As of April 17 data, TriMet is down nine Rail Operators needed to meet the service hours. Again, these come from the Bus Operator ranks, which further cements the need for continued hiring efforts. Based on the past hiring success and continued hiring efforts, the hiring bonus, the new onboarding program, efforts internally to support the Operator experience and retention, and the changing local employment market, the agency is confident that staff will be able to continue to fill these needed positions, and at a level that supports promotion to Rail Operator and backfill for other promotions and new positions.

**Commissioner Ofsink asked the following questions:**

You've budgeted large amounts for capital improvement projects in the past five years, including \$322 million in this budget. Historically, the district completes about 70% of the budgeted capital workplan.

Budget law requires a good faith estimate for expenditures. We know capital projects can be impacted by a variety of factors, permitting, weather, etc. What circumstances are delaying work? How are you planning to improve the project completion rate?

Ms. Jamie Snook answered that capital budgeting is challenging. There are many unknowns when budgets are first established. Timing of expenditures is probably the hardest to determine, given the need to develop budgets 15-18 months or more ahead of anticipated expenses.

Once budgeted, projects can be delayed for a variety of reasons, but the main factors continue to be supply chain issues, staffing, and permitting. Much of this is outside TriMet's control, but the agency has identified actions that should work to reduce the gap.

Some examples are:

- TriMet is investing in the early planning and development of projects to focus even more on scope certainty, realistic schedules based on more recent experiences, and anticipated costs, including contingencies.
- The agency has invested in a new project management software tool that will allow the agency to more effectively manage projects, track key performance indicators, and greatly enhance cash flow tracking and monitoring.
- Employee turnover has been significant in the last few years. Working hard toward full staffing in this incredibly challenging labor market has helped alleviate some delays caused by labor shortages.
- TriMet also works closely with jurisdictional partners directly to better understand and expedite permitting schedules. In some cases, delays are unavoidable because these jurisdictions are also experiencing staffing issues.
- With these improvements and continued focus, annual budget utilization in the capital program should improve going forward.

Do you expect to see gains on this in the next year? Or longer term?

Ms. Snook said both. Some of this is already happening, and others will be continual efforts going on.

If budgeting 30% higher than expected costs is the intent, what is the reason for budgeting at that level? Have you considered splitting out a separate Capital Fund to clearly show the public how money is being carried forward each year?

Ms. Young-Oliver said it is not TriMet's intent to budget this high, and some elements impact this. The agency will look at doing a better job with budgeting employee hours to be available to do the projects planned.

Consideration of establishing a "Capital Fund" has been internally reviewed every few years.

GASB Statement 34, paragraph 104, Codified in section 1300, states that governmental units should establish and maintain those funds required by law and sound financial administration. Only the minimum number of funds consistent with legal and operating requirements should be established because unnecessary funds result in inflexibility, undue complexity, and inefficient financial administration.

TriMet has established our appropriation level at the organization unit or program level to maintain flexibility. The organizational units, or divisional appropriations, include PS, M&S, and capital/operating project costs. The CIP section of the budget on pages 278-280 demonstrates, by division, by project, external contributions and carryover, TriMet general fund contributions and carryover, and bond contributions. The sources of external contributions are identified in the "comments" section. TriMet believes that adding a "capital fund" would not necessarily enhance the reporting for capital. The agency evaluates the qualitative or narrative information included in the budget message, the CIP section, and the data presented to ensure transparency.

**Commissioner Norton asked this follow-up question:**

TriMet is the largest district to only have one fund. The public doesn't understand how restricted funds work. Doesn't it obscure/make it more difficult for the public to understand how funds are restricted from operating?

TriMet looks at how they can provide additional reporting to clarify things for the public. They believe they provide all the necessary information, even if it is one fund. They report capital projects by division, so it's not commingled. It is called out separately.

**Commissioner Donahue asked the following questions:**

TriMet introduced the Division Route FX Line, the agency's first high-capacity bus service, in September 2022. What are your initial impressions of the FX Line – is it a cost-effective strategy to increase transit along high-traffic streets? Did it achieve your goals for this line, which we understand to be not just ridership levels but also reducing time to downtown?

Mr. Alan Lehto said TriMet is pleased with the performance of the FX Line. The project was delivered on time and under budget! The FX2-Division line includes next-generation cloud-based signal priority, lane stop, and other treatments to improve travel times and enhance customer experience. The line has been successful already in many ways. The travel time has improved compared to the previous bus line. Ridership has grown as well.

In addition, riders benefit from the stations, shelters, real-time arrival signs, additional space on board, onboard bike storage, and other service enhancements. TriMet has



been hearing good feedback about the big green buses with more space and faster boarding. The route has made important additional destinations available to riders on the corridor, including OHSU and PSU. With the project, the agency was able to award the region's largest construction contract to a certified Disadvantaged Business Enterprise firm. So, it has been great for riders, the numbers, and the community.

Based on the Division FX experience, are you planning other FX routes?

Ms. Snook said the FX2-Division is a great success. The agency is working with Metro and other partners to explore similar services on 82nd Avenue and Tualatin Valley Highway. In addition, TriMet will be developing a Bus Rapid Transit System Plan to identify other lines that should be considered for future FX service improvements.

**Commissioner Ofsink asked these follow-up questions:**

Do you have a timeline for the FX routes?

Ms. Snook said the planning for more FX routes is in the FY24 budget. They estimate the planning to take one to two years.

Did you meet the requirement for the federal funding target? How are you measuring the increased ridership?

Mr. Lehto said the base frequency was every 15 minutes on the old line and 12 minutes on the new line. They are seeing more boardings. It is not the size of the line that has increased ridership but the frequency and visibility that have made the difference. TriMet was able to meet all federal guidelines.

**Commissioner Wubbold asked the following questions:**

Tolling in the metro area on I-5 and I-205 is not yet decided, but among the objections being raised is a fear that transit agencies are not prepared to meet the increased demands on bus and light rail that tolling is expected to induce. What planning are you doing for this possibility? Does it include potential costs of increased ridership that may not be paid for by fares?

Mr. Tom Mills explained that TriMet works closely with ODOT and regional partners to ensure that new tolling policies, evaluation framework, and projects could be funded with toll revenue or other state funds supporting transit improvement projects.

The agency has begun planning for where transit improvements will be needed when tolling goes into effect. TriMet sits on the Project Management Team for ODOT's Regional Mobility Pricing Project Public Transportation Strategy Workgroup. This workgroup, made up of local jurisdictions, transit providers, and agencies, is evaluating priorities for transit investments that will likely be needed to support increased demand and provide a viable and competitive option to traveling on priced facilities. The agency is optimistic about working with ODOT and this workgroup to identify and prioritize additional funding to support the increased demands for transit once tolling goes into effect.

Starting next month and in September, TriMet will begin rolling out service improvements and restoration as part of the Forward Together Service Concept. The agency is also about to embark on a study for both MAX frequency improvements and where to prioritize future service growth after Forward Together. Tolling and its potential impacts will be considered in both these studies. Additionally, TriMet is evaluating introducing a more extensive fleet of articulated buses into the network to accommodate additional passengers more easily as ridership increases.

**Chair Quiroz asked the following questions:**

TriMet, along with many other agencies, is setting climate action goals and transitioning away from diesel fuels. Often good policies come with very expensive price tags. How are you balancing the need to meet climate goals with fiscal stewardship? Are the costs of any of your sustainability measures impacting the dates of your climate goals?

Ms. Young-Oliver said that TriMet is trying to be as nimble as possible financially. Policies, such as the board-adopted Strategic Financial Plan, are in place to ensure the agency stays on course. The agency has always looked for alternatives to funding, such as TIFIA loans and new grant funding opportunities. TriMet currently has 13 discretionary grant applications pending, one of the highest volumes experienced by the agency. TriMet may be pushed on climate goals due to technological advances, but the fiscal stewardship should be able to respond accordingly.

Mr. Letho said in 2018 the TriMet Board committed to transitioning away from diesel for the fixed-route bus fleet. It is also an FTA requirement for transit agencies to have Zero-Emission Fleet Transition Plans to apply for federal funding from multiple discretionary grant funding sources. TriMet's Climate Action Plan, completed in 2022, includes short- and long-term actions to inform and adapt strategies to meet the agency's state, region, and emission reduction goals.

In the short term, the costs of transitioning the fixed-route fleet, WES, and LIFT vehicles to R99 renewable diesel, which began in 2021, have been minimal to the agency, with an extremely high payoff in significantly reducing the agency's greenhouse gas emissions.

The longer-term program to transition fixed route fleet to zero emissions will incur significant costs for the agency's fleet and facilities. Zero-emission buses are currently about double the cost of a traditional diesel bus. In the longer run, up-front costs for zero-emissions buses are projected to come much closer to costs for diesel buses. This is expected because both battery and hydrogen technologies are improving over time. As the industry produces more and more zero-emission buses, scale and competition will reduce costs. The Zero-Emissions Fleet Plan evaluated and prioritized a cost-effective option for transitioning the fleet, and TriMet has been working to develop a long-term funding plan to cover the added costs of this transition. There have also been ongoing opportunities to seek federal support to help offset the incremental costs of zero-emission buses. TriMet will continue to seek grants and other such options. The agency knows that there is strong public support for making this transition and new capital funding sources available. At the same time, TriMet will diligently track costs and continually reassess how to pursue optimally cost-effective technologies.

He concluded by saying TriMet continues to be committed to doing its part to fight climate change but is taking a measured approach while exploring technologies and working with their funding sources to make the transition.

**Commissioner Ofsink asked this follow-up question:**

Are operating costs cheaper on alternate fuel buses immediately?

There is some potential for the maintenance cost to go down, partly due to fewer moving parts and fewer things that need to be swapped out, but not necessarily in the short term. These are all subjects TriMet is studying.

Chair Quiroz said this was the end of the formal questions by the commissioners and

thanked TriMet's board members and staff for their contributions to the hearing. She then closed the public hearing and opened a Tax Supervising and Conservation Commission meeting. She asked if commissioners had any comments on the budget. There were none.

She asked Executive Director Allegra Willhite to give staff recommendations for the certification letter.

Ms. Willhite said it has been a pleasure working with TriMet staff. They are always prompt, thorough, and responsive to questions during the review process, and they proactively reached out throughout the year with questions on budget law to ensure they complied. TSCC staff found the budget estimates reasonable for the purposes stated and the budget to comply with Local Budget Law. She said staff have no recommendations or objections to the fiscal year 23-24 Approved Budget.

Chair Quiroz called for a motion.

Commissioner Donahue moved to certify the TriMet Budget with no recommendations or objections as recommended by staff. Commissioner Ofsink seconded the motion, which passed with a unanimous vote of the commissioners.

There being no other business, Chair Quiroz closed the meeting.