

TriMet Budget Reductions

Navigating Challenges with Transparency: Service Proposal

Our Deficit: The Challenges

- Inflation increased costs by about 56% between 2019 and 2025
- ~\$700 million dollar capital maintenance backlog
- Significant investment in safety and security
- Fare revenue down by \$60 million per year

**TriMet Fixed Route Monthly Ridership
(BUS + MAX + WES)**



Actions Underway: Service Cuts

- Nov. 30, 2025: Reduced how often buses run on five lines at night when ridership is lower
- March 1, 2026: Reducing how often buses run on four lines during times when ridership is lower.
- Aug. 23, 2026: Proposed changes and cuts to take affect
- *We must reduce our overall service by at least 10% by July 1, 2028 (FY29) to balance our budget.*

Fall 2025 Outreach: Types of Service Cuts

Rank Nine
General Types
of Cuts

Elements of service

- How often buses and trains run (frequency)
- Hours and days of service (span)
- Where service runs (coverage)

Other considerations

- Funding toward partner services
- LIFT service impacts

Comparisons among types of cuts

- Relative savings
- Relative impact on rides

Outreach Process Results

Cut First

Shorten MAX Green Line,
network changes to
reduce duplication

Middle Range

Eliminate low ridership
lines

Cut Last

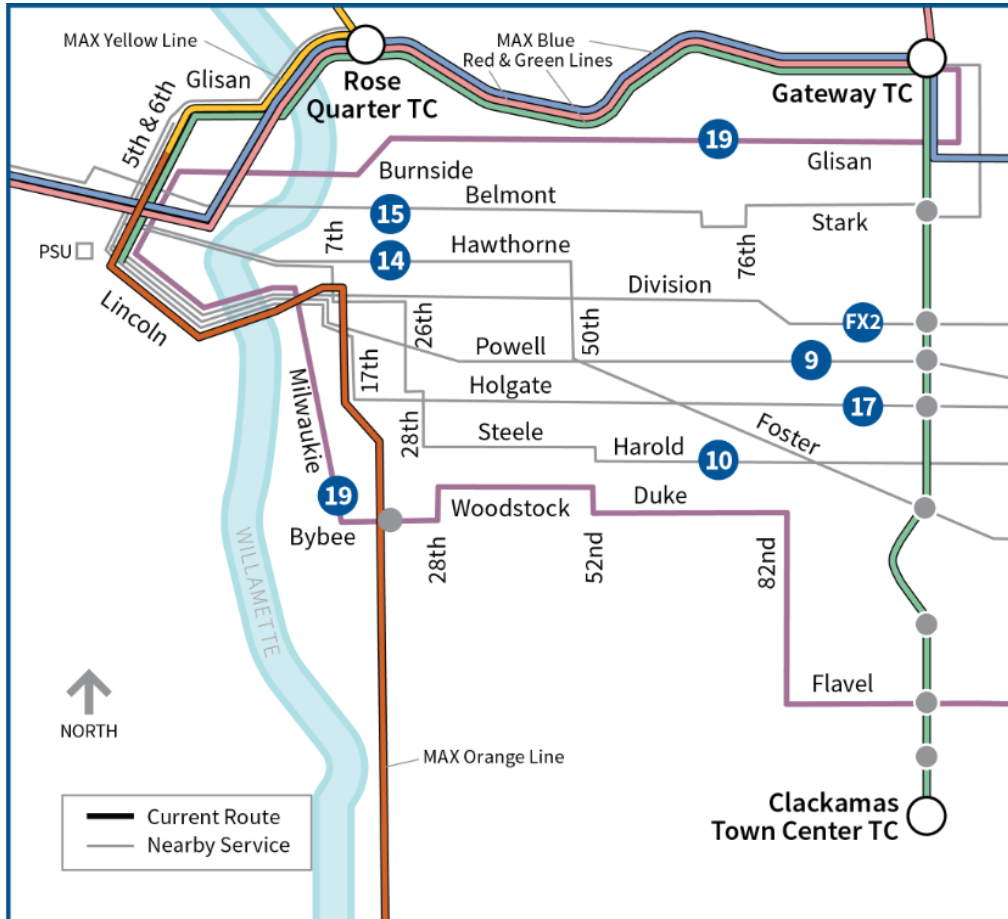
Reduce Frequent Service
MAX & Bus
Reduce late night service
Reduce weekend service

Service Cuts Proposal Total

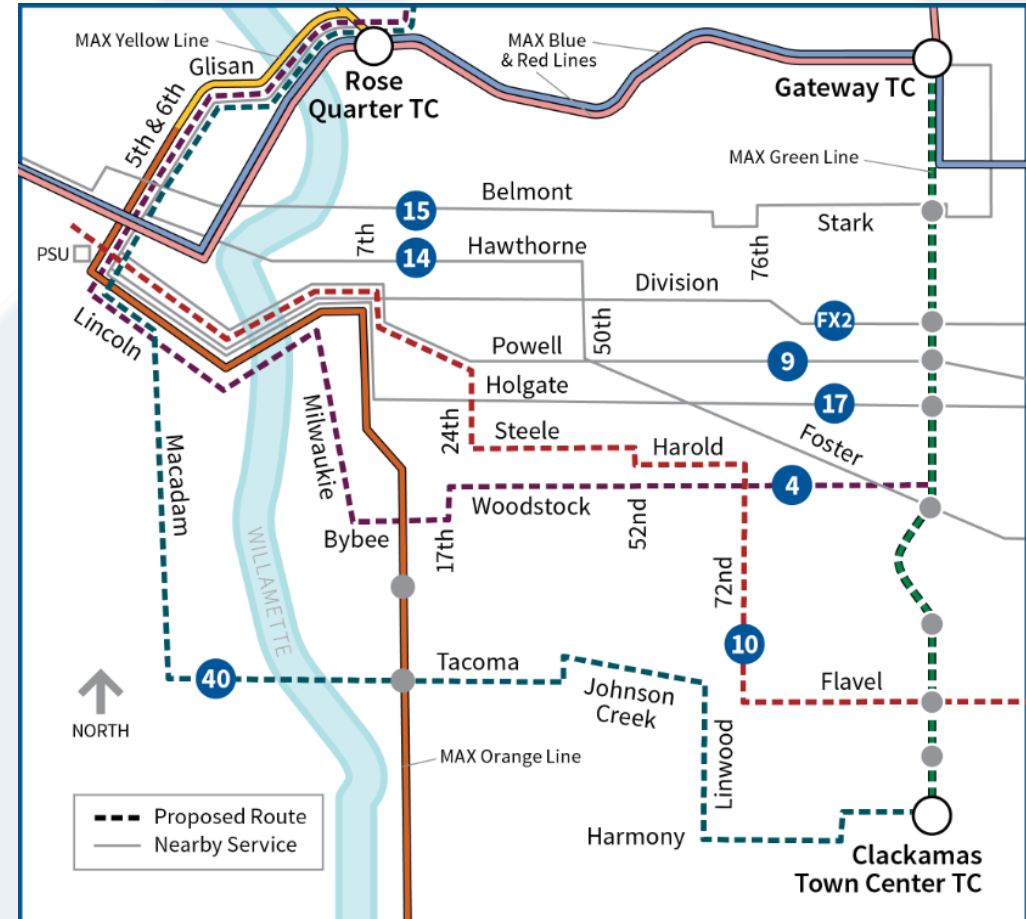
Service Cut	Estimated Cost Savings per Week	Existing Rides per Week	Degree of Impact	Survey Results	Job Access Impact
FY26 – Service Reductions	Low	Low	N/A	N/A	N/A
MAX Green Line	High	Low	Medium	Cut first	N/A
Targeted Network Changes	High	Low	Medium	Cut first	Modest
Eliminate Low Ridership Lines	Low	Low	High	Middle	Modest
Night Frequency	Low	Low	Medium	Cut first	Modest
Only Serve School Trips	Low	Low	Low	Cut first	Modest
Total Percentage	Proposal equals 6.49% of the 10% service reduction goal				

Network Changes: Green Line MAX

Current Network



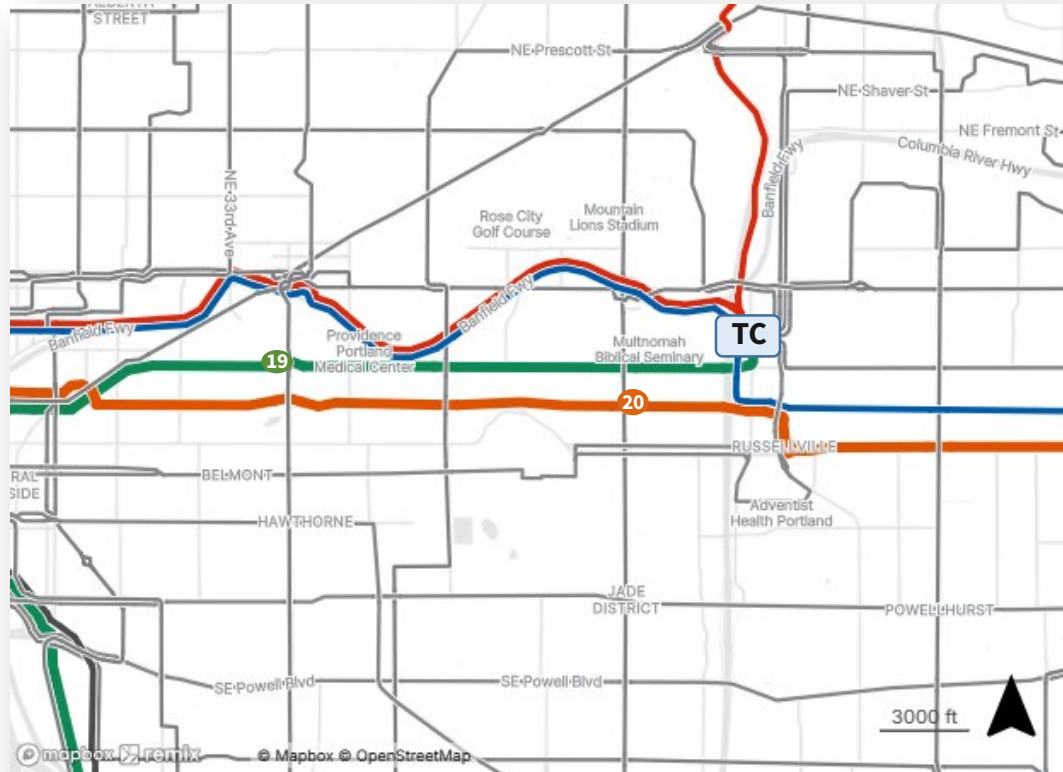
Proposed Network



- Run trains only between Clackamas Town Center and Gateway Transit Center.
- Riders use bus lines that run between most MAX Green Line stations and Downtown Portland or
- Transfer to MAX Blue or Red Line trains for trips between Gateway and Downtown Portland.

Network Changes: Line 19

Current Network



Proposed Network



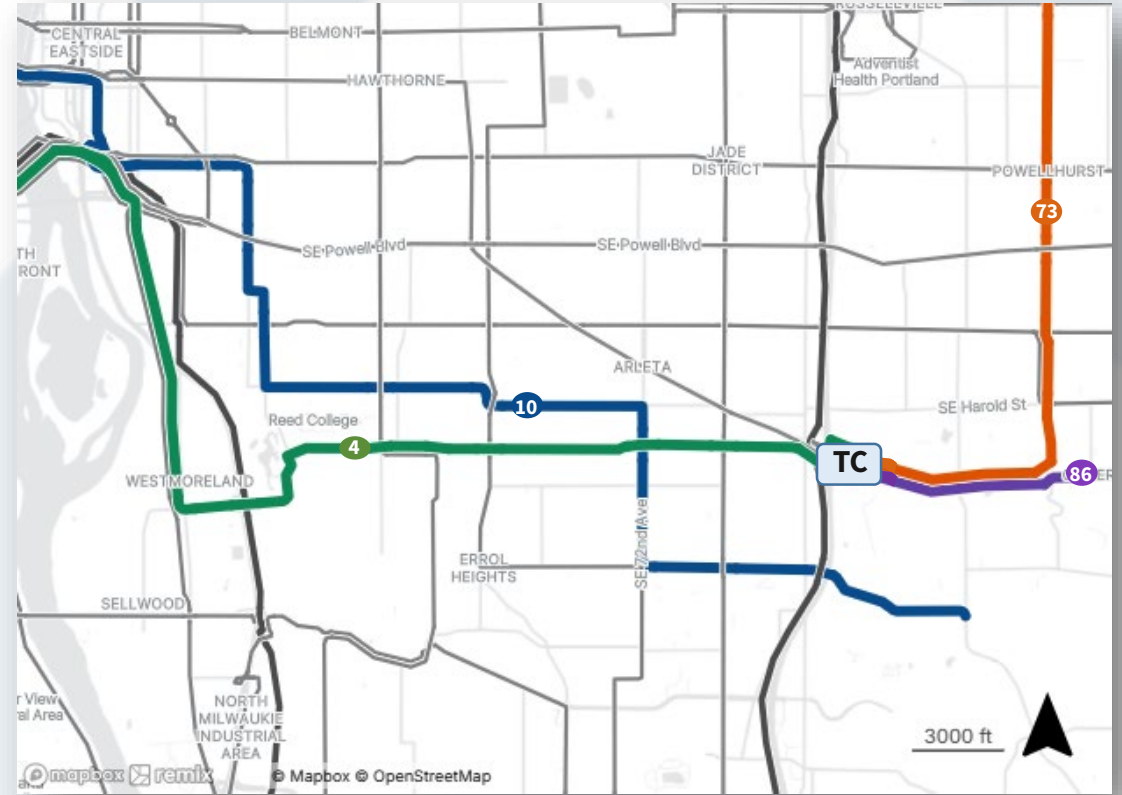
- Eliminate Line 19, with other bus lines providing service along much of the route in SE (see below).
- In Northeast Portland, Line 20 provides service along East Burnside, ¼ mile away from Line 19 along Glisan Street.
- MAX stations on NE 42nd, NE 60th and NE 82nd are up to a ½ mile away.

Network Changes: Lines 4, 10, 19

Current Network



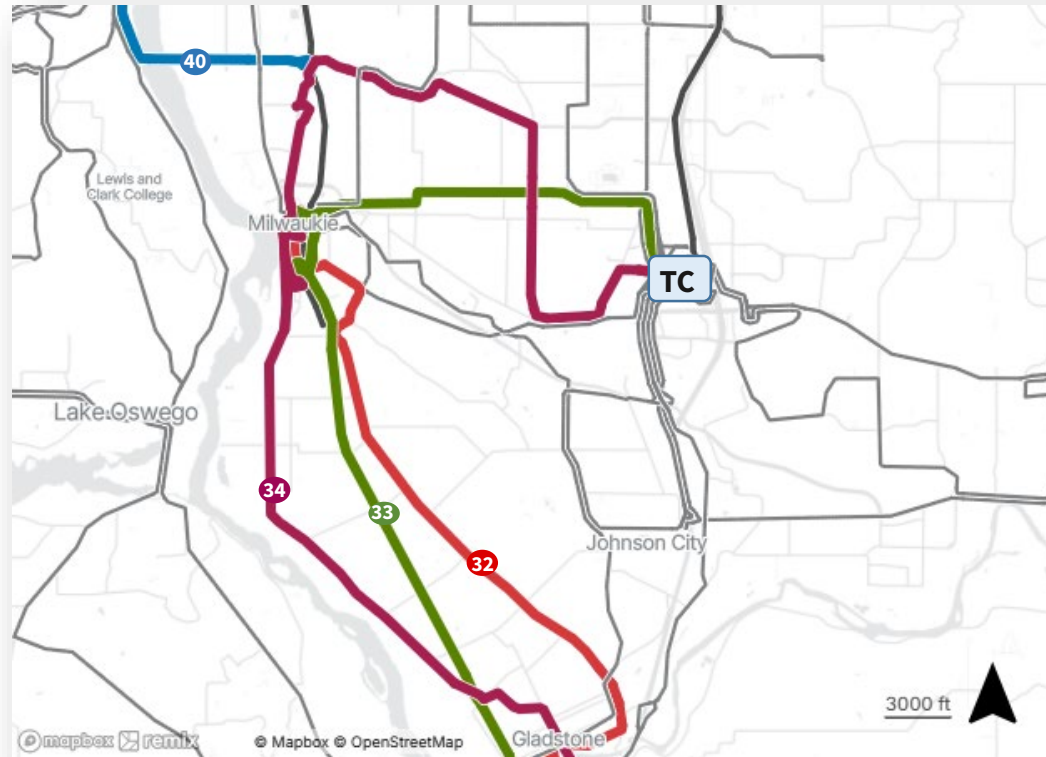
Proposed Network



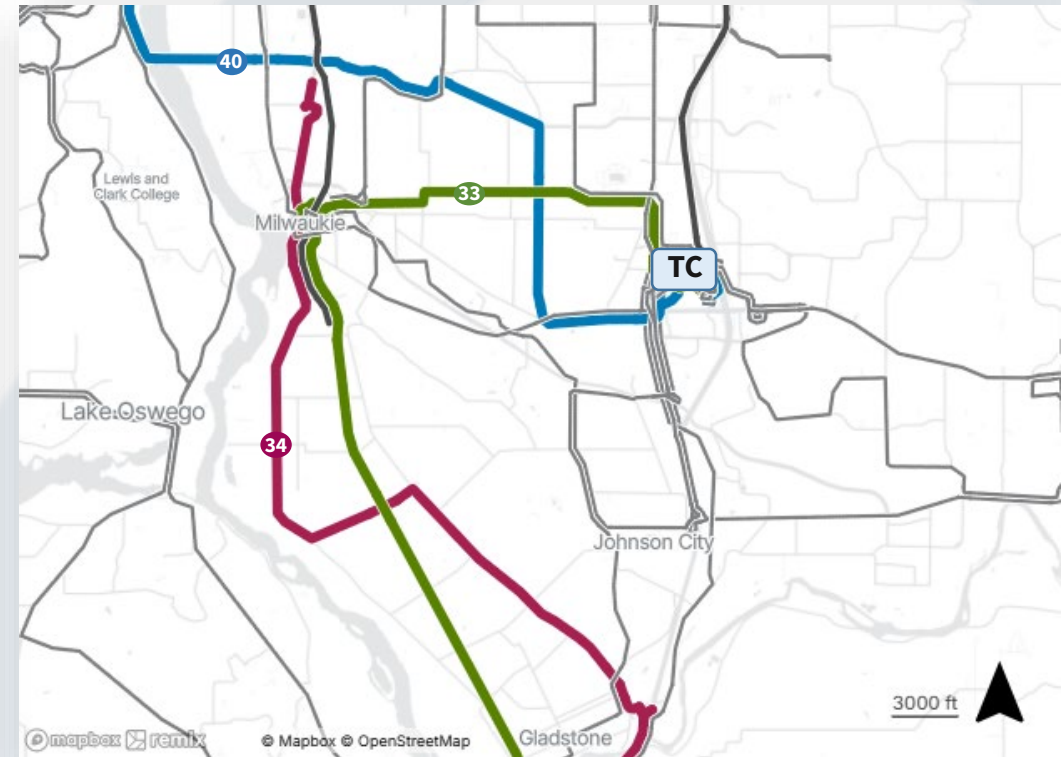
- Eliminate Line 19; Extend Line 4 every other Line 4 trip to replace Line 19, with new service on Woodstock between SE 45th and Lents Town Center.
- Line 10 to SE 72nd and SE Flavel to serve Mt. Scott; Eliminate service on SE Harold Street, 72nd-136th
- Line 10 arrive only during the morning and afternoon rush hours, with weekend service eliminated.

Network Changes: Lines 34, 40

Current Network



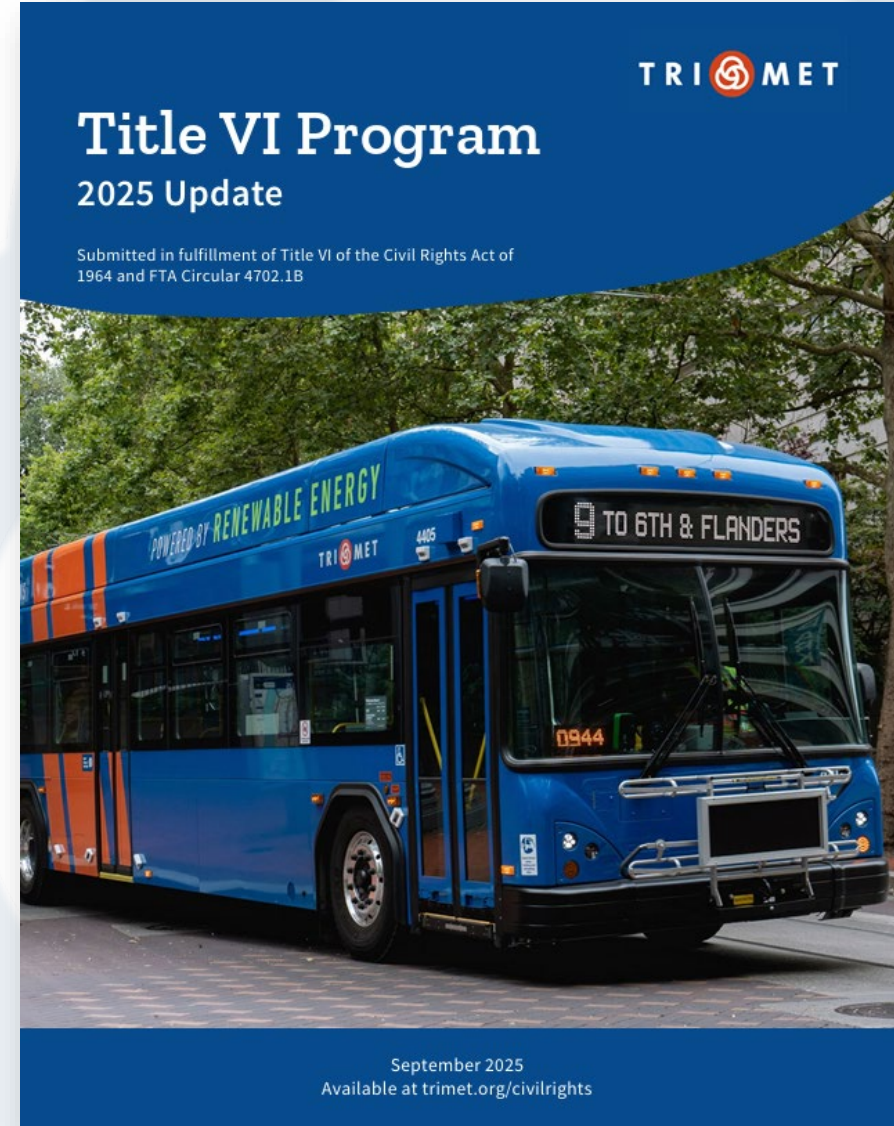
Proposed Network



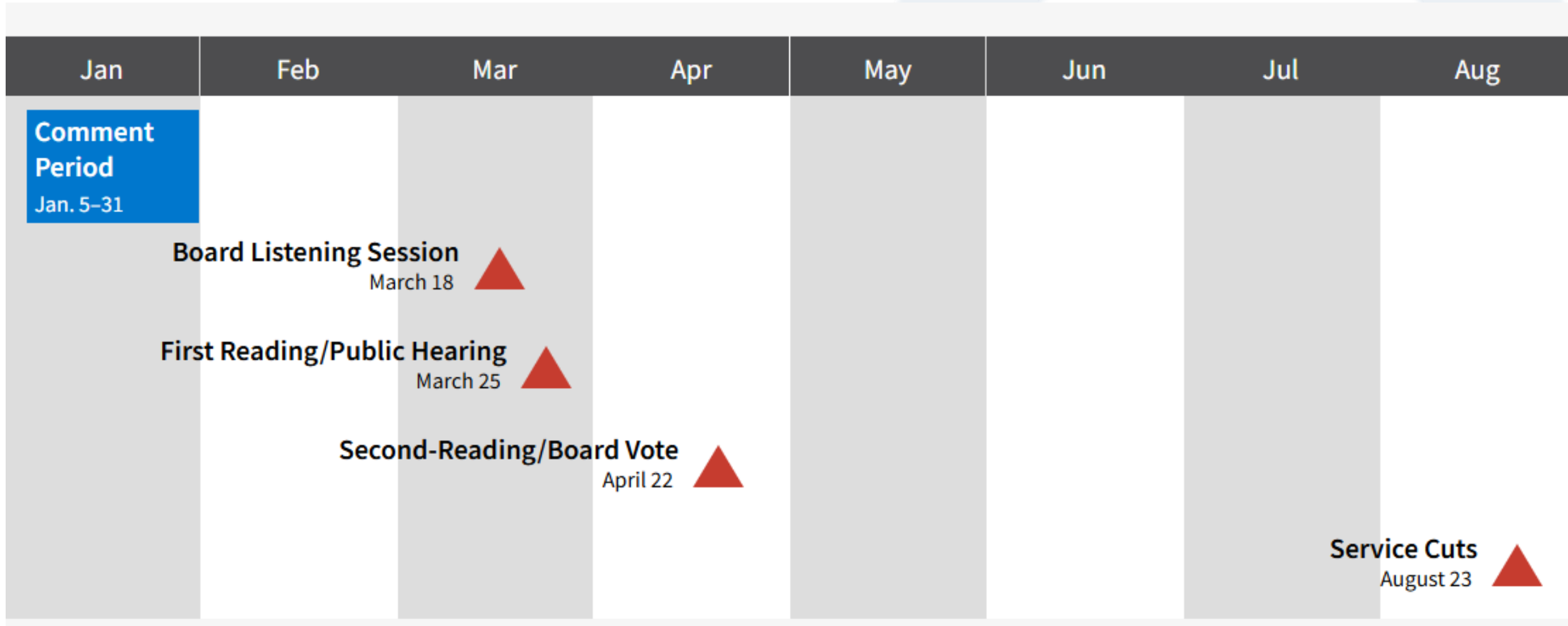
- Extend every other Line 40 trip Clackamas Town Center, with buses arriving every 60 minutes; replacing Line 34 service on Johnson Creek
- School trip to Fuller MAX to connect Cleveland students to Marshall Campus during construction.

Title VI Impacts

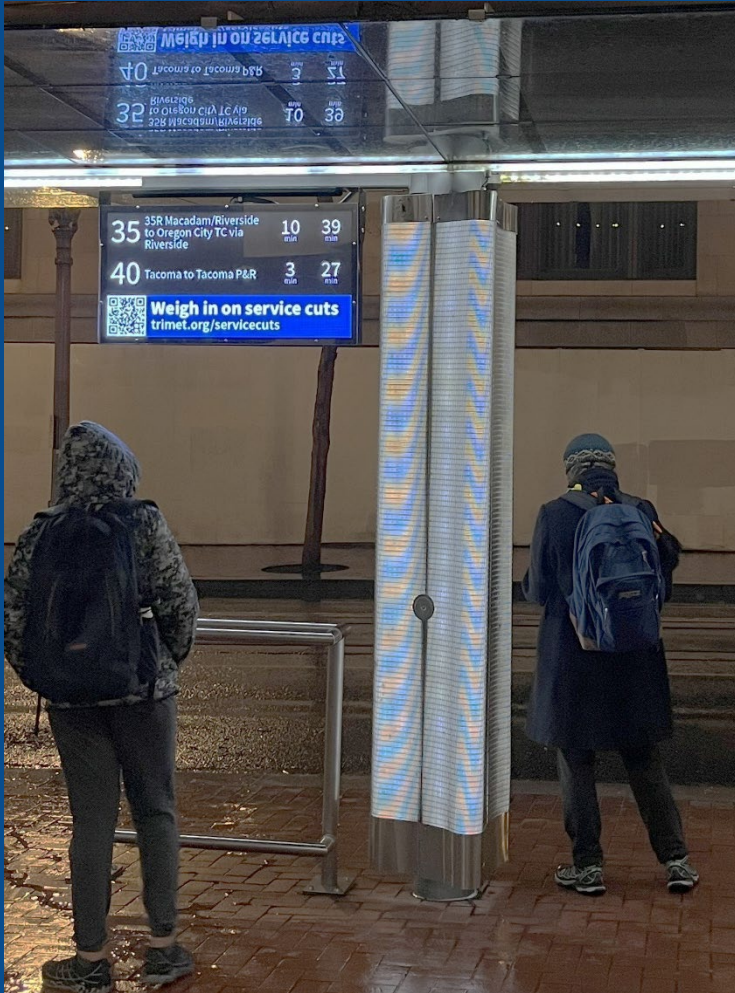
- No system-wide disproportionate burden – low income
- No system-wide disparate impact – minority



Current Proposal Timeline



January 2026 Outreach



- Requesting feedback on specific service changes: ground-truthing the data-driven proposals
- Email, social media, news release, QR code at major stops
- Postcard mailing; on-board outreach
- Web page with survey, trimet.org/servicecuts
- Open houses: online and in person; multilingual
- Partnering with community-based organizations for open houses and invite-only discussions

Thank You

Questions?

