

TriMet Budget Reductions

Navigating Challenges with Transparency: Service Proposal



Our Deficit: The Challenges

- Inflation increased costs by about 53% between 2019 and 2024
- ~\$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 We've Taken: Increased Ridership and Revenue

- Historic investments in safety and security and cleaning
- Reconfiguring our bus network to meet post-pandemic travel needs
- Advocated for increased transit funding in transportation packages
- Increased fares (Jan. 2024)



Actions We've Taken: Reduced Spending

- In July 2025, we announced a \$300 million annual budget gap
- **We have already reduced spending by about \$150 million**, and that's before the larger service changes and cuts proposed in the following slides
- We reduced spending mostly through cutting internal expenses, reducing staff and pausing future bus service increases

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

Fall 2025 Outreach

- In person and online
- Nearly 5,000 responses
- Strong support for beginning with strategic, network efficiency cuts
- Favor protecting late night, weekend and high-frequency service
- No significant differences between groups (e.g., demographic, region)



TriMet Service Planning

Board-Adopted Service Planning Guidelines

Equity	Demand	Productivity	Connections	Growth
“...considering needs of low-income populations, people of color, people with disabilities, and other communities of concern.”	“...respond to changes in demand for mobility and access via transit.”	As measured in “boarding rides per vehicle hour”	“These can include key locations such as job centers, schools, colleges, training centers, and neighborhood housing.”	“...in population and employment...”

Service Reductions

Objective: Reduce service levels on bus and MAX by at least 10% by July 2028

- November 30, 2025
 - March 1, 2026
 - August 23, 2026
 - 2027
- ~0.69%
- ~9.31%



Service Cuts: Things We Considered

- Double the headway from 30 min. to 60 min. and 20 min. to 40 min. service
- End service earlier at night
- Cut weekend service
- Night frequency
- Serve school trips only
- Make targeted network changes to reduce duplication
- Only run Green Line MAX between Clackamas Town Center & Gateway TCs
- Eliminate low ridership lines
- Reduce Frequent Service on bus
 - Go from 15 min. service to 17.5 min. service
 - Limit Frequent Service window to just 7 a.m. to 7 p.m.
- Reduce Frequent Service on MAX
 - Go from 15 min. service to 17.5 min. service
 - Limit Frequent Service window to just 7 a.m. to 7 p.m.

Service Cut	Estimated Cost Savings per Week	Existing Rides per Week	Degree of Impact	Survey Results	Job Access Impact
MAX Green Line	High	Low	Medium	Cut first	N/A
Low Ridership Lines	High	Low	High	Middle	Modest
FS Bus – 17.5 min.	High	High	Low	Cut last	Big
FS Bus – 7am-7pm	High	High	Medium	Cut last	N/A
FS MAX – 17.5 min.	High	High	Low	Cut last	Big
FS MAX – 7am-7pm	High	High	Medium	Cut last	N/A
Double Headway	High	High	High	N/A	N/A
Service ends earlier	Low	Low	High	Cut last	N/A
Reduce/cut wknd svce	Low	Low	High	Cut last	N/A
Night Frequency	Low	Low	Medium	Cut first	Modest
Serve School Trips Only	Low	Low	Low	Cut first	Modest
Network Changes	High	Low	Medium	Cut first	Modest

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

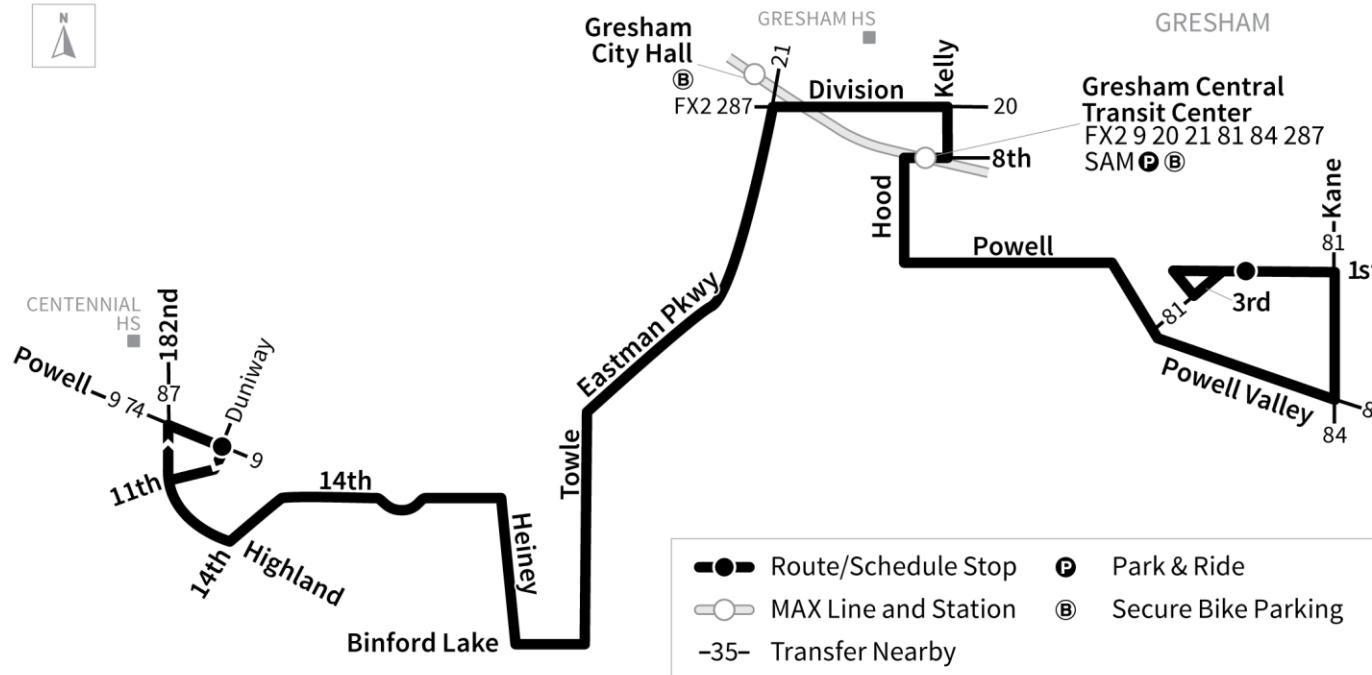
Service Cuts Proposal Total

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 (Shortlines)	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				

Line Eliminations: Line 82

82-South Gresham

12/24

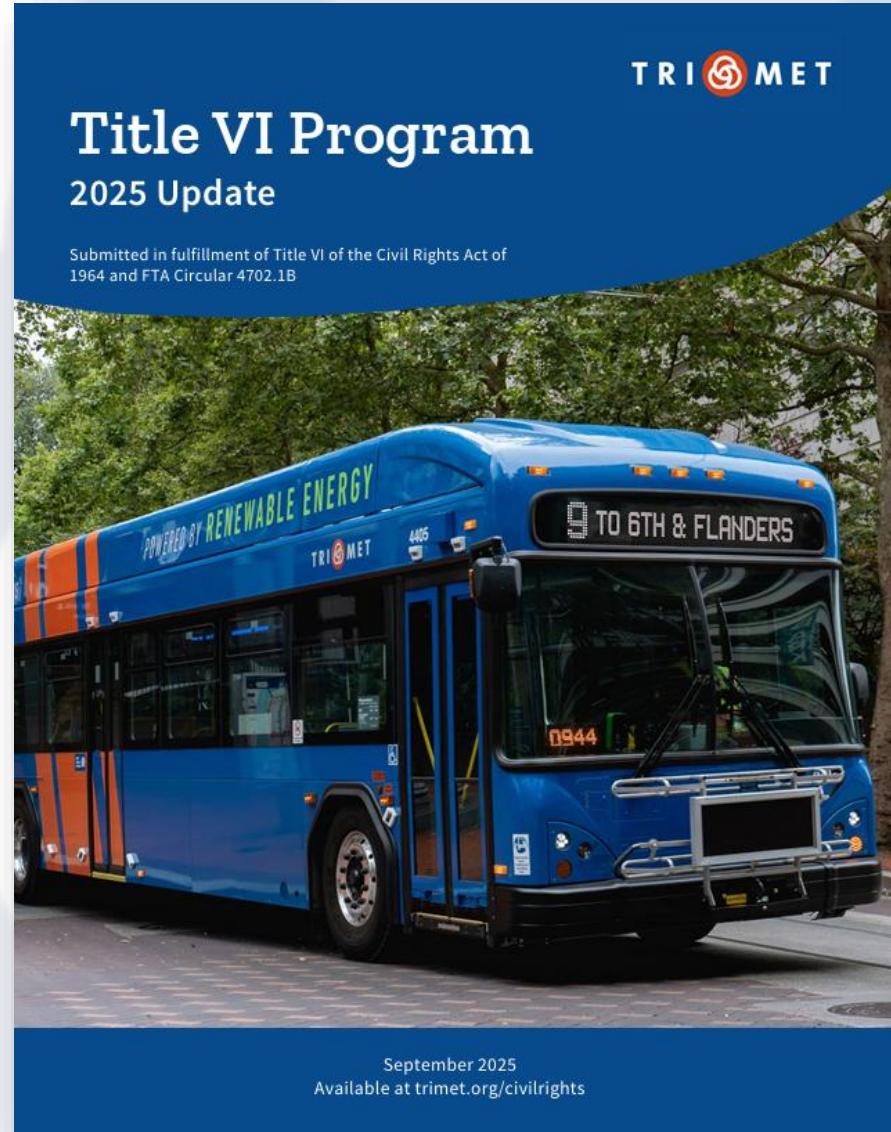


Low Ridership Service Standard

- **2019:** 15 boardings/vehicle hour or less
 - **2024:** 8 boardings/vehicle hour or less
 - **Fiscal Cliff:** 6 boardings/vehicle hour or less
 - **Line 82** – 5 boardings/ vehicle hour

Title VI Impacts

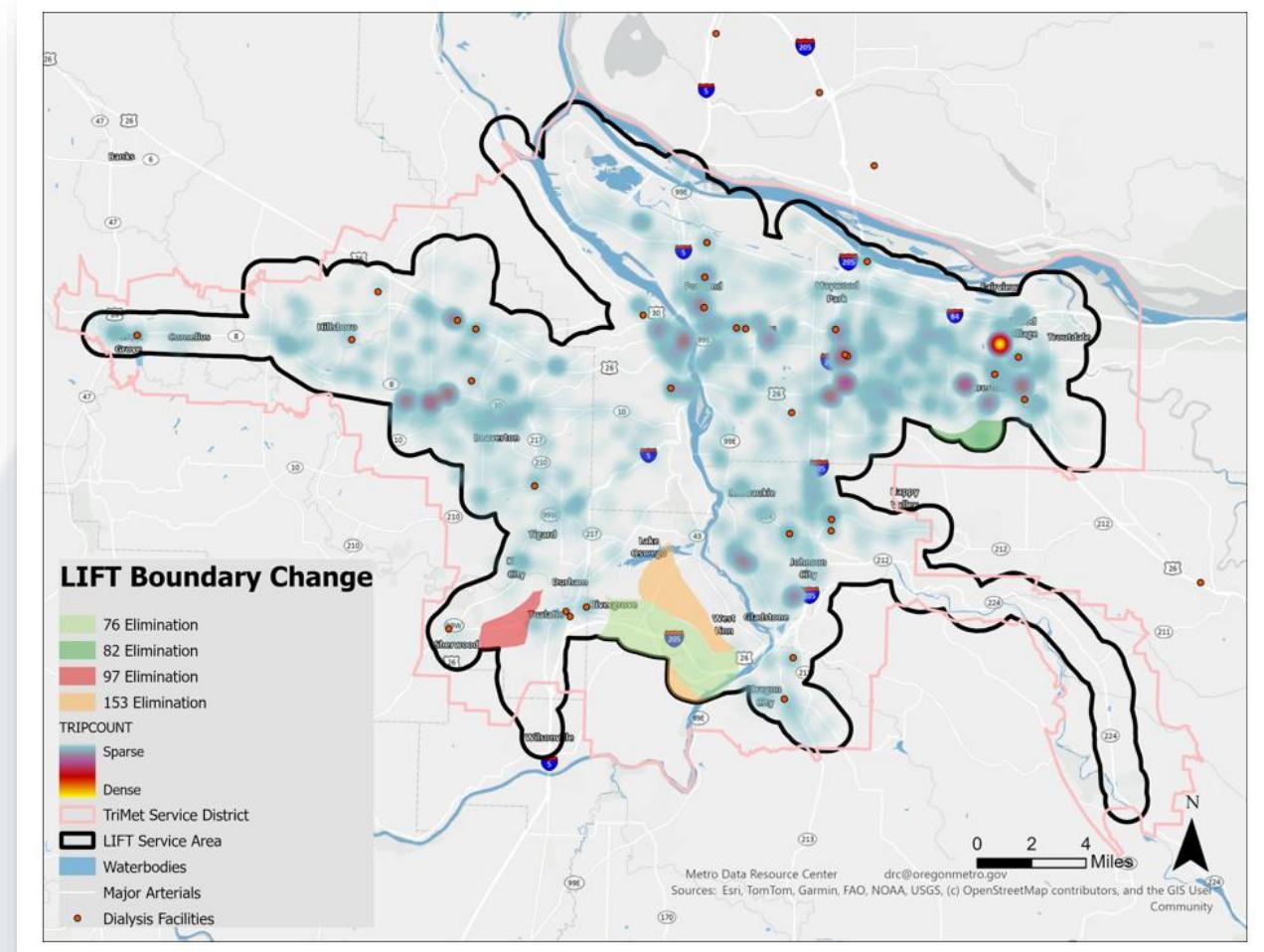
- No system-wide disproportionate burden – low income
- No system-wide disparate impact – minority



The image shows the front cover of the "Title VI Program 2025 Update" document. The cover is dark blue with white text. At the top right is the TriMet logo. Below it, the title "Title VI Program" is written in large, bold, white letters, followed by "2025 Update" in a smaller white font. A small line of text below states: "Submitted in fulfillment of Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B". The bottom half of the cover features a photograph of a blue TriMet bus with orange stripes, parked on a street with trees. The bus has "POWERED BY RENEWABLE ENERGY" written on its side, along with the route number "9 TO 6TH & FLANDERS" and the number "0944". The document is dated "September 2025" and available at trimet.org/civilrights.

LIFT Impacts

- 747,303 boardings in Fiscal Year 2025
- 2,463 LIFT boardings impacted per year
- Less than 0.5% of trips impacted



Current Proposal Timeline

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Comment Period Jan. 5-31							
		Board Listening Session March 18					
			First Reading/Public Hearing March 25				
				Second-Reading/Board Vote April 22			
						Service Cuts August 23	

2025 – 2027 Service Cuts Timeline

2025	2026	2027
<p>Smaller cuts Nov. 30</p> <p>Comment period on types of cuts</p>	<p>Smaller cuts March 1</p> <p>Comment period on cuts for August 2026</p>	<p>Larger cuts August 23</p> <p>Outreach on cuts for late 2027</p> <p>Larger cuts Late 2027</p>

January Outreach: Proposed Service Changes

- Proposals for service changes and cuts effective August 2026
- Based on data and feedback from fall 2025 outreach about service priorities

Communications and comment period: January 5 - 31

- Web page: trimet.org/servicecuts
- Email, social media, news release
- Mailing to addresses near significant changes
- Information at bus stops with significant changes

January Open Houses: In-Person

- Thurs 1/15/26, 12 – 2 p.m., Portland State University
- Thurs 1/15/26, 5 – 7 p.m., Clackamas Community College, Milwaukie
- Tues 1/20/26, 4 – 6 p.m., Baha'i Center, St. Johns
- Wed 1/21/26, 4 – 6 p.m., Beaverton Library
- Thurs 1/22/26, 4 – 6 p.m., Tualatin Library
- Tues 1/27/26, 4 – 6 p.m., Clackamas Community College, Oregon City
- Wed 1/28/25, 4 – 6 p.m., Rosewood Initiative, 14127 SE Stark Street, Portland
- Thu 1/29/26, 4 – 6 p.m., University of Oregon, Concordia



January Open Houses: Online

- Tues 1/13/26, 5-7 p.m.
(English)
- Wed 1/14/26, 5-7 p.m.
(English, ASL; older adults
and people with
disabilities)
- Sat 1/17/26, 10 a.m. – noon
(Spanish)

We want your feedback

 Weigh in on our potential service cuts

Survey closes January 31, 2026

trimet.org/servicecuts

Thank You

Questions?

