

Date: March 25, 2026

To: Board of Directors

From: Sam Desue, Jr. 

Subject: **ORDINANCE NO. 382 OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) ADOPTING FY2027 SERVICE CHANGES, REVISING ROUTE DESIGNATIONS, AND AMENDING TRIMET CODE CHAPTER 22 (FIRST READING AND PUBLIC HEARING)**

1. Purpose of Item

Ordinance No. 382 adopts service changes and revises route designations now shown in TriMet Code Chapter 22, Section 22.05.

2. Type of Agenda Item

- ☐ Initial Contract
- ☐ Contract Modification
- ☒ Other: Ordinance

3. Reason for Board Action

The TriMet Board of Directors (Board) may adopt service changes and revise TriMet Code route designations only by adoption of an Ordinance. The TriMet Code may only be amended by adoption of an ordinance.

4. Type of Action

- ☐ Resolution
- ☒ Ordinance 1st Reading and Public Hearing
- ☐ Ordinance 2nd Reading
- ☐ Other _____

5. Background

In July 2025, TriMet announced a \$300 million annual budget gap as inflation has soared and nearly all costs related to running our transit system have jumped about 56% since 2019. This comes as revenue is down. The rise in remote work after the pandemic is keeping riders from returning to transit, meaning less money coming in from fares. Payroll tax revenue is also down due to the current economic climate in the Portland metropolitan area. State and federal funding is also lagging and has become unstable.

TriMet has already reduced spending by about \$150 million, mostly through cutting internal expenses, reducing staff and pausing future bus service increases, before the larger service changes and cuts proposed in the FY2027 service plan. To balance our budget, TriMet must continue to streamline our internal spending while working to increase revenue. However, to bring service spending in line with resources, TriMet anticipates it will be necessary to cut at least 10% of our service hours.

Service reduction began in November 2025, with frequency reduced on five (5) bus lines during late night hours when fewer people are riding. On March 1, 2026, frequency was reduced on four (4) bus lines during morning and evening hours when fewer people are riding.

Ordinance No. 382 approves the FY2027 service plan, which will make more significant cuts and changes to bus and MAX service (Exhibit A), as well as revise route designations set forth in TriMet Code Chapter 22, Section 22.05 (Exhibit B). Service changes executed and proposed will decrease service levels by approximately 5% from fall 2025.

Service Change Public Process

Two coordinated community outreach and engagement efforts were conducted regarding the FY2027 service changes, as detailed in Exhibit C. Beginning in fall 2025, staff launched a project webpage at [trimet.org/service cuts](https://trimet.org/service-cuts), describing TriMet's budget shortfall and providing a survey of nine potential approaches for service reductions. The survey was publicized via email newsletters, service alerts, social media posts, the news media, community partner networks, signage at stops and stations, and five virtual and eight in-person open house events.

The fall 2025 engagement identified the following common themes:

- Support for reducing or eliminating service where lines operate close together
- Support for shortening the MAX Green Line
- Preference for protecting frequent service, evening service, and weekend service
- Emphasis on maintaining access for dependent riders and to essential destinations
- Requests for data-driven and balanced decision-making

These themes were presented to the Board and discussed at its November 2025 Board Retreat. The common themes identified in fall 2025, helped inform development of the draft proposals published and publicized in January 2026. The project webpage was updated to include a survey about proposed line-level changes emphasizing efficiency, reducing redundancy and preserving core transit service and frequency where feasible. Survey respondents were asked to rate the impact the changes had on a 5-point scale as well as provide open ended feedback. In addition to the same methods used for the fall 2025 survey, the January survey was publicized and additional input provided via postcards mailings to addresses within ¼ mile of proposed service changes, on-board engagement and flyers, and jurisdictional, community partner, and employer outreach meetings and discussions. Finally, 16 open house events were held with three virtual, eight in-person and open to the public, and five in-person, but invite only, hosted by community partners.

The table below shows overall engagement data with the public through the community engagement periods.

Metric	Service Priorities Survey (Sep-Oct 2025)	Service Cut Survey (Jan 2026)
Survey Respondents	4,806	8,138
Webpage Views	153,717	287,649
Unique Web Users	15,886	32,259
Open House Events	13	16
Open House Participants	612	783

Common feedback received on the proposed changes:

- Concerns regarding elimination of Line 19-Woodstock/Glisan, particularly related to access to medical facilities, disability programs, and senior housing
- Concerns about changes to the MAX Green Line and associated transfer reliability
- Concerns about peak-only or reduced service on bus lines serving geographically isolated areas, including lines 16, 34, 38, 44, 76, 96, and 97
- Work and school commute impacts
- Accessibility challenges and increased travel times
- General appreciation for the opportunity to provide feedback

This feedback was reviewed and discussed with the Board during the February 2026 Board Education Sessions.

Proposal Refinement

Following the January outreach, staff reviewed quantitative impact ratings and qualitative feedback detailed in Exhibit C to identify corridors generating high response volume and/or high severity ratings. Particular consideration was given to:

- Access to essential destinations, including medical facilities and disability services;
- Geographic isolation and pedestrian infrastructure constraints;
- Peak-only service adjustments; and
- Cumulative impacts across multiple lines.

Revisions to the proposed service change package reflect this careful review and the feedback received during both outreach phases.

Proposed Service Changes Criteria:

While difficult choices must be made for fiscal stability, the selection of lines, days of service and times of day for reductions has been deliberate and thoughtful to preserve as much service as possible while reducing costs.

The service cuts proposed were based on analysis of:

- Amount of cost savings realized;
- Ridership data;
- Degree of impact experienced by customers (e.g., eliminating a bus line has a higher impact than reducing frequency, etc.);
- Impact on customers' abilities to access jobs; and
- Responses from two rounds of community outreach and engagement.

Proposed Service Changes:

All but one of the proposed changes in the FY2027 service plan, detailed in Exhibit A attached to Ordinance No. 382, will take effect on August 23, 2026, and include the following changes and reductions:

- Shortening the MAX Green Line to only operate between Gateway Transit Center and Clackamas Town Center. This change requires customers using the MAX system to transfer to the MAX Blue or Red Line for trips between Gateway Transit Center and Downtown Portland. (The Blue and Red lines remain unchanged.) Most Green Line stations, however, will have bus service between them and Downtown Portland for direct trips. Shortening the Green Line changes MAX frequency along the

Banfield (Interstate 84) segment from every 5 minutes to every 7.5 minutes and along the Transit Mall in Downtown Portland, where MAX Orange and Yellow service remains unchanged, from every 7.5 minutes to every 15 minutes.

- Targeted bus route and schedule changes to:
 - Combine or reduce lines where routes overlap or run closely together;
 - Adjust where lines run to maintain service in higher ridership areas, focusing our service investment where it is needed and used most; and
 - Reduce how often buses are running at times when fewer people are riding.
- Eliminating two bus lines due to very low ridership.

These changes, summarized with maps at www.trimet.org/servicecuts, will result in some customers walking or rolling farther to catch their bus and/or transferring to other service, altering their schedules, or considering other transportation if possible.

Staff also conducted an analysis to determine the impacts of the service cuts proposal on the LIFT paratransit service boundary and LIFT customers. The LIFT boundary would shrink in two areas (West Linn/Stafford and Gresham), impacting 71 LIFT customers, with 0.3% of trips affected. See Exhibit D for the LIFT analysis.

Title VI Service Equity Analysis

In accordance with Federal Transit Administration Title VI Circular 4702.IB implementing Title VI of the Civil Rights Act, major service changes must be analyzed to identify potential disproportionate impacts on minority and low-income populations. The major service changes in the FY2027 service plan, which would be approved through Ordinance No. 382, have been subjected to TriMet's Title VI Service Equity Analysis.

Staff analyzed the proposed service changes to evaluate potential adverse effects and benefits on low-income and minority populations. To summarize the findings in the draft Title VI Service Equity Analysis Report (Exhibit E), the proposed changes in the FY2027 service plan are in compliance with TriMet's Title VI policy, however, there are some individual line impacts of which to be aware. Staff will present on the draft Title VI Report at the Match 2026 Board meeting and be available to answer questions.

A final Title VI Service Equity Analysis Report with any supplemental public feedback will be provided to the Board prior to its April 22, 2026 meeting and vote on the FY2027 service plan ordinance.

Updates to TriMet Code Chapter 22:

In addition to adoption of the proposed service changes, Ordinance No. 382 adopts updates to route numbers and names in TriMet Code Chapter 22. The proposed modifications to Chapter 22 are attached to the Ordinance as Exhibit B and include a Redlined and Clean version of the proposed code changes.

6. Financial/Budget Impact

The service changes described in Exhibit A of Ordinance No. 382 are estimated to represent approximately \$27 million per year. This is approximately half of the at least 10% reduction in service hours needed to balance TriMet's budget.

7. Impact if Not Approved

If the Board fails to adopt Ordinance No. 382 after its Second Reading during its April meeting, TriMet will not realize the savings from these service cuts and will still need to cut at least 10% of service in Fiscal Year 2028 to balance the budget. While service reductions are always difficult, staff believes the current proposal represents the best possible plan based on extensive analysis and community input.

ORDINANCE NO. 382

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The Board of Directors of the Tri-County Metropolitan Transportation District of Oregon, pursuant to the authority of ORS Chapter 267, having reviewed, considered and approved the Title VI Service Equity Analysis Final Report and considered testimony offered during a public hearing, does hereby ordain and decree the following Ordinance:

Section 1- Adoption of Service Changes

Service Changes are adopted as set forth in the attached Exhibit A, which is incorporated into and made part of this Ordinance. In accordance with TriMet Code Section 22.05, new Schedule Notices consistent with Exhibit A shall be filed for the affected lines.

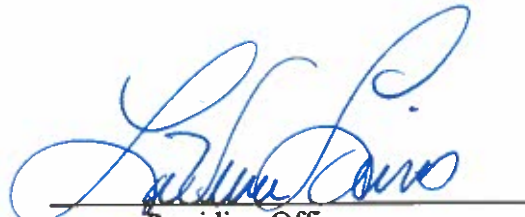
Section 2- Amendment of TriMet Code Chapter 22

TriMet Code Section 22.05 is amended to show the revised Route Designations set forth in the attached Exhibit B.

Section 3- Effective/Operative Dates

This Ordinance shall take effect thirty days after the date of its Second Reading. Operative dates for specific Service Changes and revised Route Designations have been designated.

Dated: March 25, 2026.



Presiding Officer

Attest:



Recording Secretary

Approved as to Legal Sufficiency:



Legal Department