

Addressing TriMet's Fiscal Cliff: Path to a Balanced Budget

GM Report to the Board
July 23, 2025



Where We Stand Today

- Operating in a structural deficit
- Facing a \$300M funding gap
- Transportation Bill failure left major gap
- Fiscal cliff projected for 2030–2031 if no action is taken

Our Goal:

A Balanced Budget by FY2029

- Eliminate \$300M shortfall over 3 years
- Maintain focus on safety, reliability & essential maintenance
- Ensure TriMet remains fiscally sustainable

How We'll Get There: Solving the \$300M Deficit

- \$159M from service reductions
- \$93M from operational* spending reductions
- \$48M from new/additional revenue

*Non-service related

Service Reductions

- Begin in Nov. 30 2025
- More in March 2026
- Approx. 10% overall reduction by Fall 2027
 - MAX: ~18% service cut – largest in agency history
 - Bus: ~8% cut – third largest since at least 1986
 - LIFT: reduction in associated service

Service Reductions

November 30, 2025:

- Cut frequencies evenings and mornings on some Frequent Service bus lines
- Cut frequencies on the FX2-Division at night
- Cut frequencies for up to eight other bus lines

Service Reductions

March 1, 2026: additional cuts

- Engage riders and the public this fall to discuss these cuts
- Could include eliminating some bus lines, cutting service in the evenings on other bus lines, and routing efficiency changes to others
- Intend to reduce MAX Green Line service so that it only serves between Clackamas Town Center and Gateway. Green Line riders will have to transfer at Gateway

Service Reductions

Summer 2026/Fall 2027:

- Additional cuts to total an overall 10% reduction in service on bus and MAX
- Cuts in frequencies on at least a dozen bus lines
- Likely include elimination of additional lines or portions of bus lines
- Will include a cut in frequencies on all MAX lines during some parts of the day

Operational Spending Cuts

- Freeze on new discretionary initiatives for 3 years
- 5% annual cut in contracted service costs
- Efficiency reviews across divisions

Note: These cuts are non-service related and in addition to service reductions

Personnel Actions

- Approx. 140 fewer operators needed
 - Reductions in maintenance and support roles too
 - Achieved through attrition, early retirements, and some layoffs
- Administrative staffing review underway

Focusing on State of Good Repair

- Budget now includes backlog needs
- \$700M still needed over 15 years for:
 - Bus and MAX fleet replacement
 - FX Projects on 82nd & TV Highway (committed)
- All included in financial forecast

Additional Revenue

- Propose fare increase in 2028
 - Adult fare increase of \$0.20
 - Honored Citizen fare increase of \$.10
 - Outreach to begin in 2027
- Continue working on STIF increase
- Review other areas for us to increase revenue

Next Steps

- Public outreach to begin
- Engaging employees, lawmakers and the community
- Continuing multi-year plan to balance the budget by FY2029