

February 11, 2026

**Representative Susan McLain
House Committee on Transportation
Oregon State Legislature
900 Court St. NE
Salem, OR 97301**

Re: Support of HB 4008

Dear Chair McLain, Vice-Chairs Boshart Davis & Gamba, and Members of the Committee,

Thank you for introducing HB 4008, which would create a Transit Funding Task Force. TriMet wants to encourage a robust conversation about how to sustainably fund transit in every part of the state, with a common understanding of how transit should serve our communities, from the Eastern Border to the coast.

Last year, we warned that our looming fiscal cliff would mean cuts to service if we did not secure additional revenue—and we are now seeing that become reality.

We started last year with administrative spending cuts by reducing staff –with more layoffs ahead – cutting discretionary spending, and streamlining our agency – essentially, as we heard from you, getting our house in order. While we work to reduce administrative spending, we must move forward in bringing service in line with our current funding, so we will need to cut at least 10% of service. The first significant round of cuts go into effect this August.

With the August service cuts proposed, we have tried to minimize impact to our riders where possible. In many cases, we are proposing cutting service that is close to another route or merging bus lines that are near each other. While we are trying to maintain access where possible, we acknowledge there will be a real impact from these changes. If you have to transfer where you previously did not, or walk or roll farther to get to a bus line, transit may cease to be a viable option. In some cases, we have proposed to stop service on portions of a line at night or on the weekends, or reduce service on lines to only just trips for students going to and from school. We have also proposed eliminating three bus lines altogether, where there is no alternative route to take.

This loss of transit service will severely impact the 35% of TriMet riders who are transit-dependent and can least afford a barrier to mobility. This proposal is only the beginning of the cuts that will be necessary without additional funding. We will need to prepare another round of service cuts that will take place fall of next year that will have even more significant consequences for transit users. However, if a sustainable funding source is identified, then we will not have to go through with the most serious cuts.

According to our survey data, riders most often use TriMet to go to work, attend professional sports and concerts, shop for necessities and to access healthcare services. Public transit is critical for keeping the Portland Metro economy moving. Getting people to work, students to school, growing the sports economy and spurring development all depend on a public transit system that works.

TriMet stands ready to work with the legislature and with partners from across the state to find a viable and sustainable solution to the transit funding problem.

Thank you Chair McLain and members of the committee for introducing this concept and I, along with the riders who take 1.3M trips a week on TriMet – urge your support.

Sincerely,

JC Vannatta
Chief Public Affairs Officer
TriMet