



TriMet Board of Directors
Sam Desue
TriMet
101 SW Main St, Suite 700
Portland, OR 97204

January 26, 2026

Dear Directors,

The service cuts being made by TriMet have an unacceptably disproportionate impact on the City of Tualatin. Tualatin employers have already been paying millions of dollars per year in payroll taxes and are already seeing most of these dollars going to fund service elsewhere, and these service cuts further exacerbate that disparity.

For example, Line 97 runs along Tualatin-Sherwood Road through the area of some of the most profitable growing employers (and payroll-tax payers) in the state – including where Governor Kotek chose to launch her statewide economic development strategy – and yet TriMet is choosing to cut this line. Has TriMet informed employees in this area of the existence of these lines? If TriMet really wants to be a viable transit service for the region, it needs to enhance service on lines such as these and use this payroll tax revenue to actually get these employees where they want to go.

We are similarly appalled to see TriMet cutting Line 76 service from Meridian Park Hospital to Oregon City. TriMet trumpets how it provides critical access to medical facilities yet that is the service TriMet is choosing to cut – so Clackamas County residents will no longer be able to access Meridian Park hospital, and Tualatin Residents will no longer be able to access hospitals and other medical service on the East side. If TriMet really wants to be a viable transit service for the region, it needs to serve these critical trips.

Our public surveys indicate that many Tualatin residents do not use transit because it a) doesn't go where they want to go; b) doesn't come frequently enough; or c) takes too long to get there. The restructuring of lines 37, 38, and 96 will fundamentally reshape how Tualatin residents connect to Portland. What had been reasonably direct trips will now take many more minutes and/or transfers making the 'takes too long to get there' much worse, and the increased headways and service reductions make the 'doesn't come frequently enough' much worse. Many employees in the Bridgeport Village





area will no longer be able to get to work. Our surveys also indicate that our residents are wanting to go to destinations around the region, while most TriMet service focuses on trips to and from downtown Portland. These cuts to lines to other parts of the region make the 'doesn't go where we want to go' even worse. If TriMet really wants to be a viable transit service for the region, it needs to serve its passengers efficiently.

Tualatin taxpayers already pay far more in taxes for TriMet service than we receive – many times more. These cuts disproportionately affect Tualatin and make that disparity even worse, even while many of our businesses (and thus tax revenues) are growing. If TriMet really wants to be a viable transit service for the region, it needs to serve the region fairly.

Many parts of Tualatin are already 'transit deserts' as residents and employees need to walk miles to access the nearest transit service (that they are paying for) and affordable housing residents can't get to work due to poor transit service. Transit stops in Tualatin are few and far between and not dependable, leading to more people using their cars or not traveling. These service cuts will expand and worsen these deserts, as the areas along Tualatin-Sherwood and Borland Roads and other areas become new/worsened deserts, despite the millions of dollars in payroll tax paid by Tualatin businesses in these areas. If TriMet really wants to be a viable transit service for the region, it needs to actually provide transit service for the whole region.

Sincerely,

Tualatin City Council

