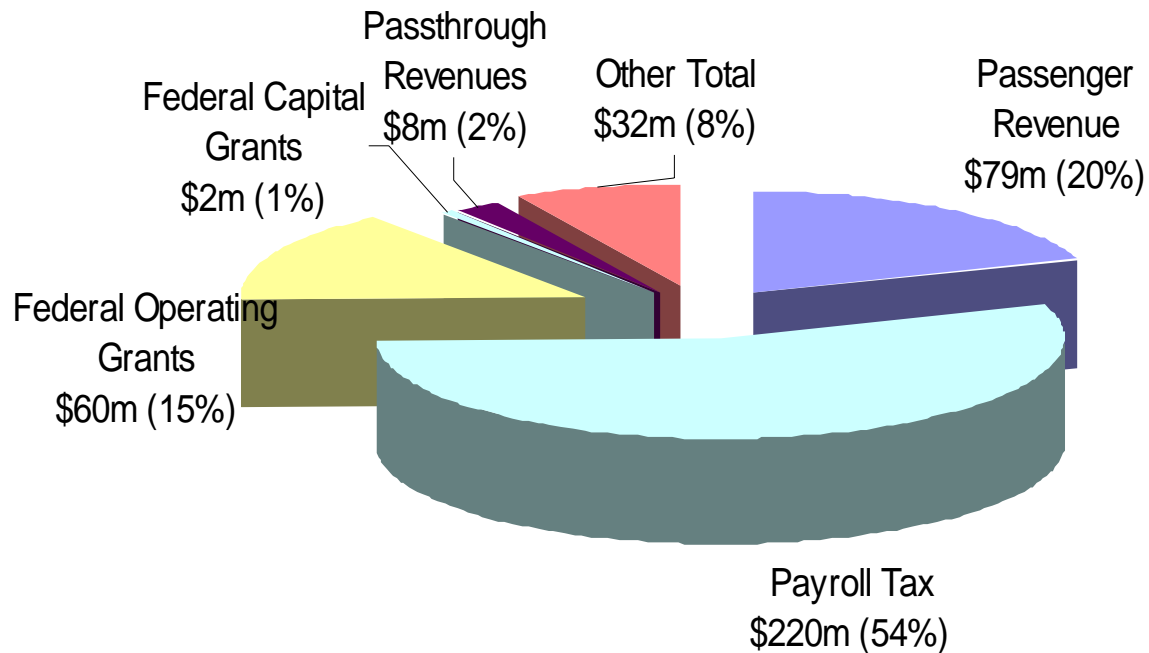


TriMet Financials

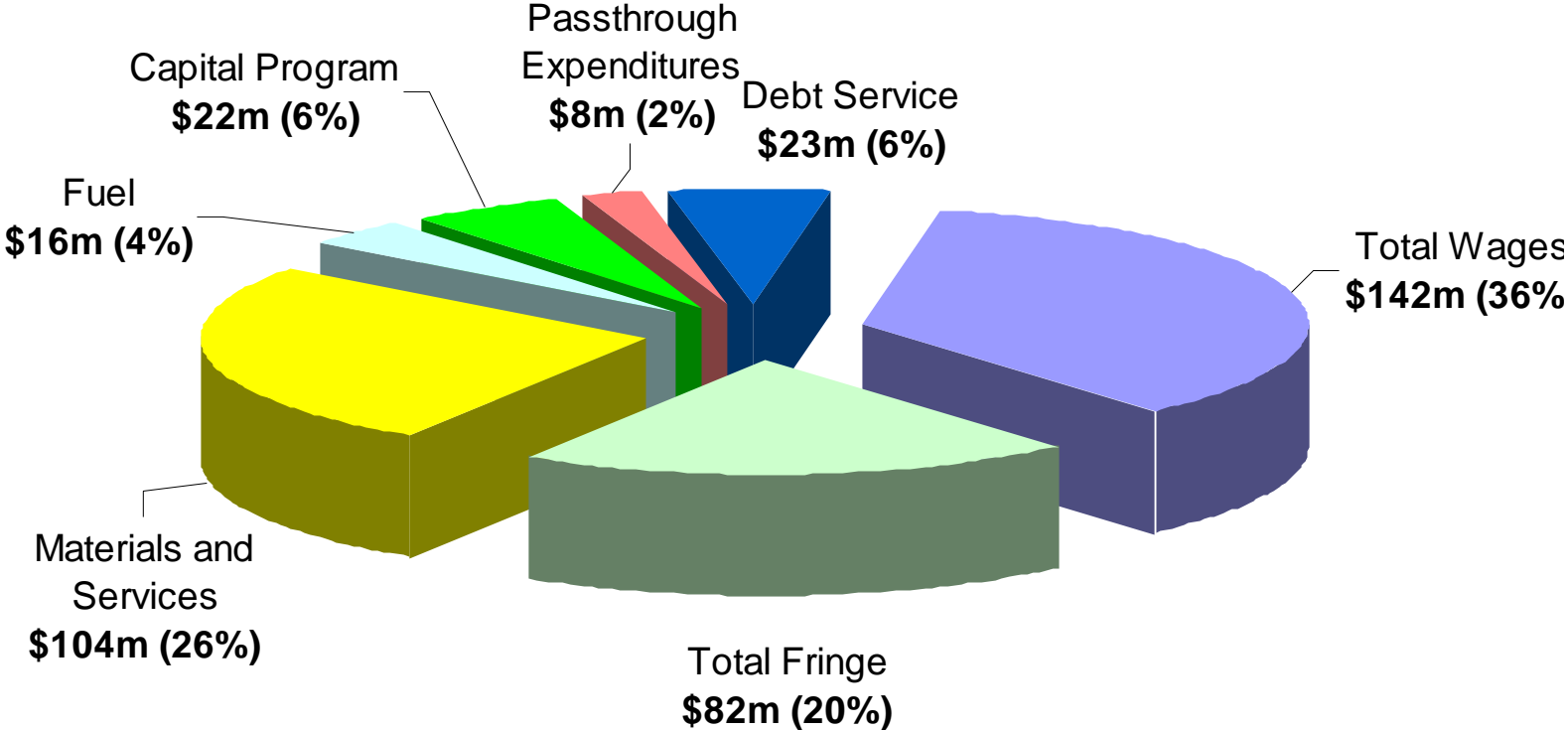
JPACT

May 10, 2007

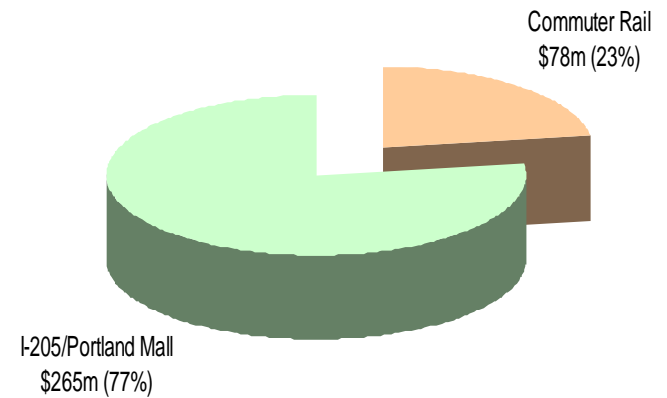
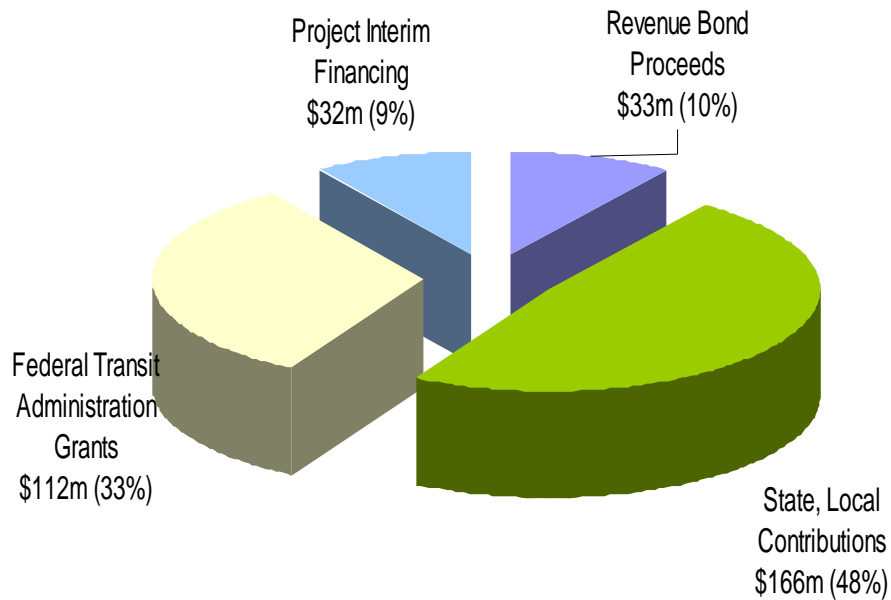
FY08 Operating Budget Revenues



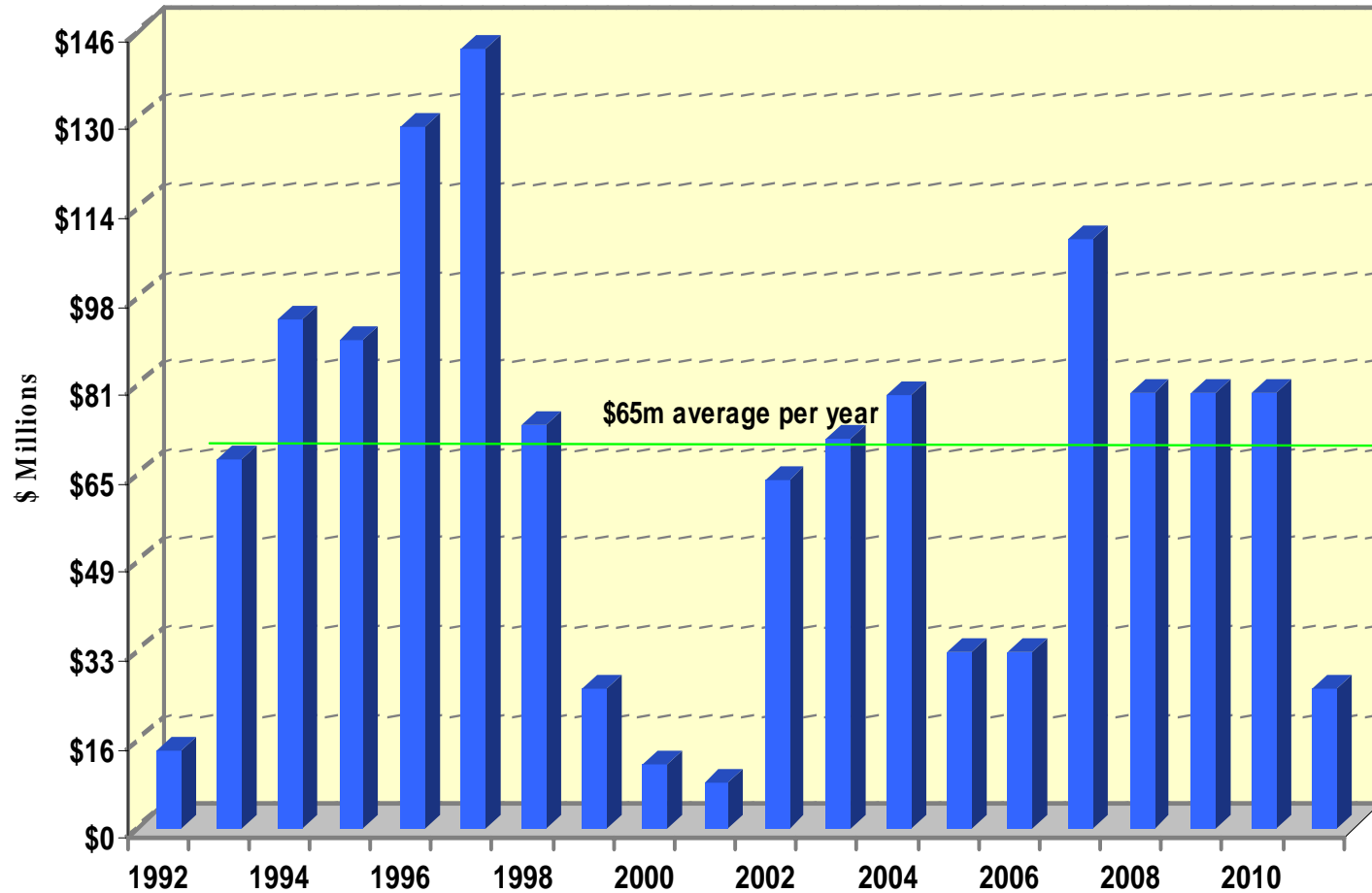
FY08 Operating Budget Expenditures



FY08 Light Rail Program Resources and Expenditures



Federal New Starts Revenues from 1992 - 2011



TriMet's Financial Situation Today

- Low cash reserves/working capital
- Large service commitments (Commuter Rail, Green Line, LIFT, peak hour MAX)
- Core capital maintenance and replacement needs
- Projections of healthy payroll tax growth

New Payroll Tax Committed to FY14

Plus Competing Demands on the Horizon:

- Milwaukie LRT
- Columbia River Crossing
- Streetcar to Lake Oswego
- Eastside Streetcar
- LIFT Complementary Paratransit
- Bus Service

TriMet's Financial Forecast

Growth in operating revenues from passenger fares, payroll tax base, federal and all other sources to generate \$23M per year.

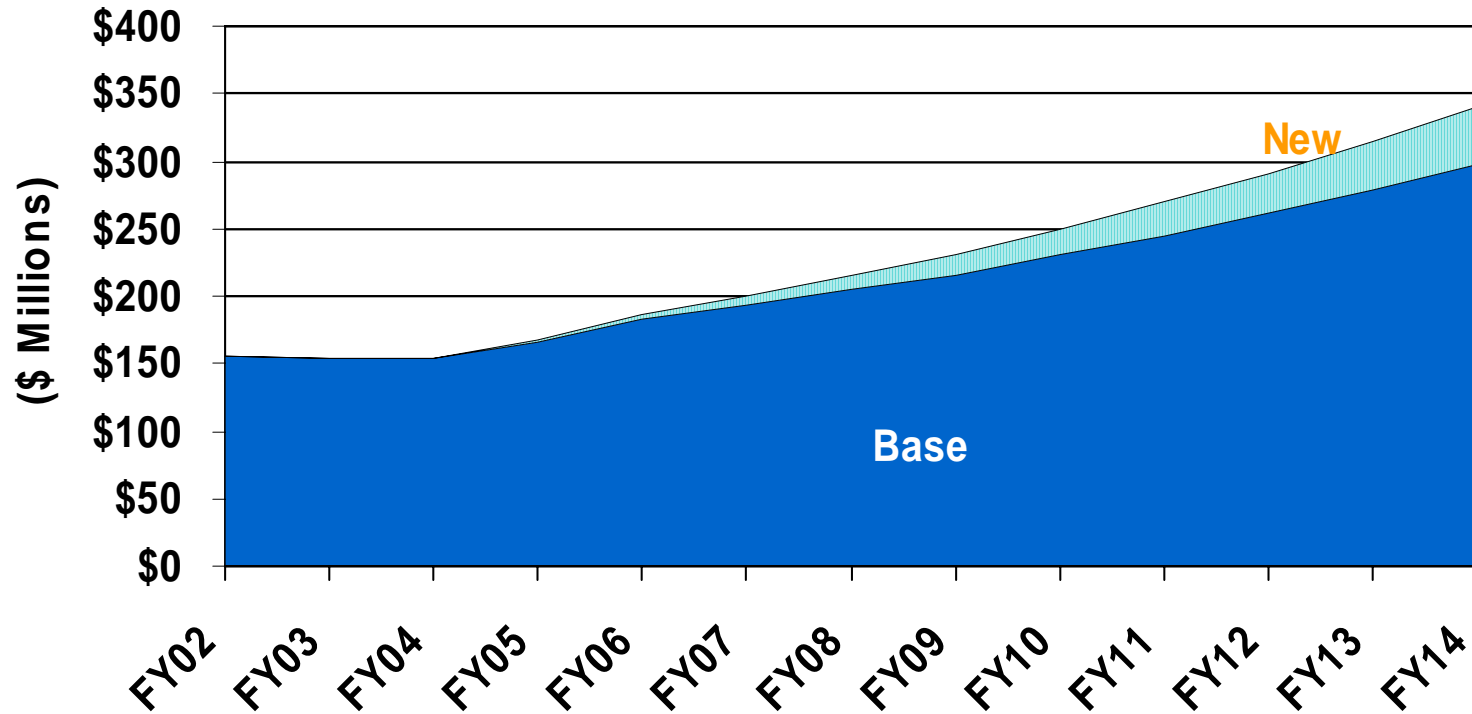
- **Additional debt to replace aging bus fleet (18-19 year old buses)**
- **Additional debt to replace 30-year old communications system**
- **Deferred capital**
- **Additional peak hour MAX service**
- **Normal inflation on materials, services, wages.**

TriMet's New Payroll Tax Revenues

Rate increases to pay for net operating costs and debt service for TriMet's capital contribution:

- Commuter Rail
- I-205/Portland Mall MAX Light Rail
- Portland Streetcar Extensions to Riverplace, Gibbs, Lowell
- LIFT service growth

TriMet's Annual Payroll Tax Revenue



TriMet LIFT Operations

- Complementary paratransit is an *Americans with Disabilities Act* mandate.
- TriMet carries 10 million elderly and disabled rides on fixed route each year and 1 million on LIFT.
- A door-to-door paratransit ride on LIFT costs 11 times what it costs on fixed route. \$24.95 on LIFT and \$2.22 on fixed route.
- 2001-2006 CPI adjusted LIFT costs have grown 10% per year and demand continues to grow. (Cost per ride up 3.6%, rides up 6% per year)
- Incidence of disability increases with age
- Demographic trends indicate that growth in demand will only increase.
 - 2006: 10% of population over age 65
 - 2030: 20% of population over age 65
- Most importantly, need to attract elderly and people with disabilities to fixed route.

Implications for the regional transit system are: If LIFT ridership growth is 6% per year through FY14 instead of the 4.5% assumed in the forecast, that is an additional \$6 million a year in operating costs that are not in the forecast.

How Can The Region Help?

- **Sustain MTIP investments in on-street transit and pedestrian improvements that reduce reliance on LIFT and increase the attractiveness of fixed route transit (72% of stops connected to sidewalks.)**
- **Require access improvements of new urban and suburban development projects.**
- **Promote active and diverse urban centers and main streets that are effectively served by transit.**
- **Continue regional operating and capital support for projects (e.g. MTIP, Portland, ODOT, State, Washington County, Clackamas County, municipal payroll tax).**