



Approved Budget Summary

2010—2011



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BUDGET MESSAGE - FISCAL YEAR 2010-11

Overview

The TriMet Approved Budget for FY11 outlines a resource and expenditure plan for the period beginning July 1, 2010 and ending June 30, 2011.

The FY11 budget includes resources and expenditures of \$857.58 million, including:

\$416.83 million for operations and debt service
\$114.00 million for rail construction
\$ 31.12 million for General Fund capital programs
\$ 43.73 million for rail project interim financing
\$106.25 million for pass-through programs
\$145.65 million in working cash reserves and contingency

The budget adheres to the following principles of good budgeting and financial planning:

- Revenues and expenditures are in balance.
- One-time-only revenues are used to support one-time-only expenditures. Continuing revenues are used to support continuing expenditures or one-time expenditures.¹
- The budget incorporates a long term perspective.

¹ When continuing revenues fall short of continuing expenditures continuing expenditures are reduced. Repeatedly using one-time revenues to offset a continuing revenue-expenditure imbalance leads to fiscal instability. One-time revenues include cash reserves, federal capital grants and other revenues that cannot be counted on in the future. Continuing revenues primarily include payroll tax, passenger revenues and federal formula assistance. Continuing expenditures are the expenses needed to operate the agency and provide service. One-time expenditures include expenditures such as capital plant additions (not capital replacement, which is a continuing expenditure), startup costs, one-time maintenance campaigns, or early debt retirement.

Budget Process

TriMet's budget process begins with a five to ten year forecast of revenues and expenditures to ensure that expenditure decisions are made in the context of the long-term financial picture of the district. The financial forecast presents revenue and expenditure assumptions for the upcoming budget year and later years in detail.

Contractual wage and benefit increases, fuel and utilities costs, general inflation, pension obligations, retiree-medical costs, and demand for complementary paratransit are some of the areas where costs usually increase each year and are budgeted using a forecast of costs. Costs may decrease as well. For example diesel fuel costs have decreased. Paratransit costs, which grew at an average annual rate of 10% between FY99 and FY09, are projected to be flat through FY13. Savings like these are incorporated into the expenditure forecast. Budgeted revenues are based on the revenue forecast, which is largely driven by regional population and employment levels and fare increases.

Fiscal stability exists when continuing revenues and expenditures are in balance now and in future years, there are adequate cash reserves and TriMet is able to meet its commitments.

If expenditures are projected to be higher than revenues the staff is presented with a baseline current service level budget that includes a realistic estimate of wages, benefits and inflation and is asked to make reductions.

The General Manager directs where and how the reductions are made -- whether to service or service support, overhead, capital or other areas.

In FY10, TriMet is projecting continuing operating revenues of \$419 million and continuing operating expenditures of \$420 million.

TriMet's FY11 \$20 million budget reduction is based on a forecast of FY11 continuing operating revenues of \$414 million and FY11 continuing operating expenditures of \$434 million, requiring an expenditure reduction of \$20 million to bring expenditures in balance with revenues. (The FY11 budget includes \$7.25 million of ARRA funds).

Revenues

The FY11 budget reflects the impact of the economic recession on TriMet revenues.

Approximately 55% of TriMet's continuing operating revenues come from the employer payroll tax, the self-employment tax and the state-in-lieu payroll tax. As employment has declined in the region, payroll tax revenues have declined as well. Year over year payroll tax revenues have been down each of the five quarters since January 2009. All payroll tax revenues (employer, self-employment and state-in-lieu) are projected to be down 4.3% in FY10 with underlying growth down 5.7% (underlying growth excludes the impact of the annual 1/100th of a percent increase in the payroll tax rate).²

² The 2003 Oregon Legislature gave the TriMet Board the authority to increase the payroll tax on employers and self-employed individuals from 0.6218% to 0.7218% in 1/100th of 1-percentage point increments over a 10-year period. The TriMet Board approved the increases on August 11, 2004 and the first increase went into effect January 1, 2005. The payroll tax rate, effective January 1, 2010, is 0.6818%, effective January 1, 2011 it will be 0.6918%.

Consistent with other state and local forecasts³ TriMet is projecting year over year regional employment will decline 4.7% in FY10, increase just .6% in FY11, returning to a 2.5% employment growth in FY12. In this forecast, regional employment does not return to pre-recession levels until mid 2013.

This corresponds to a forecast of underlying employer payroll tax revenues of negative 5.5% in FY10, +3% in FY11 and +5.7% in FY12. Total employer, self-employment and state-in lieu revenues including revenues from the tax rate increase are forecast to be \$213 million in FY11. Total employer, self-employment and state-in-lieu revenues (cash receipts) were \$213 million in FY08, \$213 in FY09, and are projected to be \$203 million in FY10.

The length and depth of recessions are difficult to predict and the current forecast may be optimistic. During the more mild 2001 recession, underlying employer payroll tax revenues declined 3.0% in the first year then were flat for three years. If payroll tax revenues do not materialize as projected additional expenditure reductions will be needed.

After declining in FY08 (-2.7%) and FY09 (-7.7%), self-employment tax revenues are forecast to be down in FY10 (-10%) and to increase 3% in FY11. FY99-FY09 self-employment tax revenues grew at an average annual rate of 4.3%. State in lieu payroll tax revenues are forecast to be down in FY10 (-2%) and up 4% in FY11. FY99-FY09 state in-lieu tax revenues increased at an average annual rate of 5.4%.

³ These include the forecasts of Western Blue Chip by Conerly Consulting, John Mitchell of M&H Consultants, Oregon Executive Department, Portland General Electric, and Wells Fargo & Company. These are statewide forecasts. Rates of employment loss in the Portland area have been higher than the state as a whole this recession (and last) and the TriMet forecast reflects this difference.

At approximately 20% of continuing operating revenues, passenger fare revenue is TriMet's second largest source of operating funds. Passenger revenue has been growing at a faster rate than payroll tax revenue. Between FY99-FY09 passenger revenues grew at an average annual rate of 8.2%, while total payroll tax revenues, including revenues from the increase in the payroll tax rate, grew at an average annual rate of 4.4%.

FY11 passenger revenue is forecast to be \$95.1 million; a 2% increase over FY10 expected passenger revenues. The FY11 Approved Budget includes a \$.05 cash fare increase/\$2.00 monthly pass fare increase. The increase in passenger revenue in FY11 is based on the fare increase, increasing employment, 1.5% growth in light rail ridership and a decrease in bus ridership given the proposed service reductions. The service reductions are discussed below.

Federal and State operating grants account for \$102.0 million of FY11 operating revenues. Federal Urbanized Area and Fixed Guideway Modernization formula assistance will be flat in FY10 and is projected to be flat in FY11, consistent with the President's FY11 Budget proposal.

FY11 operating federal grant revenues appear to be high compared to FY10, but this is only a timing issue. The federal transportation program authorizing legislation, SAFETEA-LU, expired September 2009 and the program is operating on the basis of continuing resolutions until Congress enacts a new transportation funding bill. TriMet expects to receive just 1/3rd of its formula assistance in FY10, with the remaining 2/3rds (\$29 million) received first quarter FY11. The FY11 budget assumes that all of the FY11 federal Urbanized Area formula assistance and fixed Guideway Modernization funds, a total of \$44 million, will be made available by spring of 2011.

Another \$4.3 million of FY11 federal operating grant revenues are available because approved ARRA projects undertaken by TriMet have been completed under budget. These cost savings have permitted TriMet to reallocate \$4.3 million of ARRA funds to other capital and operating projects and preserve General Fund cash.

State operating grants are dedicated to elderly and disabled transportation programs. FY11 includes \$1.2 million of Special Transportation Operating program funds. TriMet also received \$1.2 million from this program in FY10, but these are considered a one-time revenue source.

Other sources of operating revenue include \$5 million in advertising revenue, \$17 million of funds from the State of Oregon to provide medical transportation for eligible citizens, \$.7 million interest revenue, \$2 million from Washington County for WES operations, \$.30 million from Wilsonville for WES operations, \$.85 million from the City of Portland for transit mall maintenance, and \$.25 million Build America Bonds subsidy.

Operating Expenditures

The TriMet-Amalgamated Transit Union (ATU) Working and Wage Agreement expired November 30, 2009 and management and the ATU are negotiating the next agreement. The Public Employee Collective Bargaining Act (PECBA), ORS 243.650-243.782, establishes the collective bargaining process for Oregon's public employers and unions representing public employees.

ORS 243.716 states that "after a collective bargaining agreement has expired, and prior to agreement on a successor contract, the status quo with respect to employment relations shall be preserved until completion of impasse procedures..."

Given the collective bargaining proceedings underway, the TriMet FY11 Approved Budget assumes the continuation of current labor contract provisions such as the 3% wage increase floor, and current health and pension benefit plans for active and retired employees.

In the FY11 Approved Budget, the cost of medical and dental benefits reflects the January 2010 increase in insurance rates of 19% for union employees and 5% for management employees (weighted averages).

Health benefits costs for retirees (Other Post Employment Benefits or OPEB) also increased in the FY11 Approved Budget, from \$15.8 million in FY10 to \$20.5 million in FY11. This increase results from an estimated 137 additional retirees as well as retiree-medical plan costs increases. The FY11 Approved Budget reflects pay as you go funding of OPEB costs and does not assume a contribution to existing accrued but unfunded OPEB costs.

The FY11 Approved Budget addresses the continuing revenue-expenditure imbalance with across the board operating expense reductions from the FY11 forecast budget in all divisions. Approximately 48% are reductions to bus and rail service and 52% are reductions to service support and overhead. Management employees will not receive pay increases for the second year and TriMet is continuing the hiring freeze implemented in FY10.

Budget cuts between FY01 and FY10 totaled \$50 million in 2010 dollars, which cumulatively represent approximately 11% of the FY11 budget, reducing options for FY11 reductions. Past budget cuts have reduced employees, while service and ridership has increased. Comparing FY01 and FY10:

- Non-union employees declined 10%.
- Union employees declined 1%.

- Boarding ridership increased 25%.
- Rail vehicle hours, adjusted for car capacity, have increased 74%.
- Complementary paratransit hours have increased 46%.
- Fixed route bus hours declined 5.6%.

FY10 Budget reductions were also comprehensive:

- Reduced FY10 capital program \$5.0 million.
- Postponed planned rail service increase.
- Reduced expenditures \$24 million.
 - Overhead reduced 9.6%
 - Service reduced 5.6%
 - Low performing lines and planned Green Line service levels reduced
- 100 positions were eliminated from the budget (3.9%).
- Limited Fareless Square to MAX rides beginning January 2010.
- \$14 million of American Recovery and Reinvestment Act (ARRA) funds used to avoid further service cuts (\$7 million a year over two years)

The service reductions in the FY11 Approved Budget are focused on reducing low ridership service by eliminating several low performing lines, reducing weekend service with low ridership, eliminating the low ridership portions of several lines on weekdays, reducing the frequency of service on selected lines, changing the hours of service on selected lines and increasing the time between MAX trains.

About one-third of the service reductions will begin at the start of the fiscal year and two-thirds will begin in September 2010.

TriMet takes pride in the amount of bus and rail service it is able to provide and is reducing service out of necessity. Taking a long view, even after all the FY11 service reductions are accounted for, TriMet

fixed route service has outpaced population growth. Between FY91-FY11 the growth of fixed route vehicle hours, adjusting rail vehicle hours for bus seating capacity, has been 76%, while regional population has increased 37% as shown on the table titled “TriMet Service Hours and Capacity” in the Appendix.

The FY11 Approved Budget reflects a decrease in expenditures for TriMet’s complementary door to door paratransit program for elderly and people with disabilities, LIFT. Paratransit ridership demand is expected to be down approximately 3% in FY10 and again in FY11. TriMet’s paratransit service is provided by private sector service providers. In February, TriMet awarded a new LIFT transportation, maintenance and dispatch contract. Cost growth and insurance costs in the new contract are lower than previously forecast. These savings have been incorporated into the budget and long-range forecast.

The FY11 budget reflects the following assumptions with respect to the cost of diesel fuel for buses. Approximately 51% of fixed route bus fuel is fixed by current fuel hedge contracts with an average hedge price of \$2.52 per gallon through January 2011. Five percent is biodiesel at an estimated cost per gallon of \$2.50, and 44% is purchased at an estimated floating price of \$2.37 per gallon. These assumptions result in an average fixed route bus fuel cost per gallon in FY11 of \$2.42 per gallon. The all-in price per gallon for bus, WES and LIFT is \$2.44 in FY11. WES and LIFT cost per gallon is \$.15 more for delivery and fueling services.

Capital and Operating Project Budgets

To preserve cash, the General Fund capital and operating project budgets⁴ include only ten new projects totaling \$2.3 million. Half of the funding for FY11’s capital and operating projects is available because several ARRA-funded capital projects came in under budget. The new projects include local match for the replacement of LIFT vehicles that are grant funded, a small amount of funding to replace computer equipment and refurbish or replace tools used in rail, bus and facilities maintenance, replacement of damaged pollution control equipment, first year funding of Positive Train Control for Westside Express Service commuter rail cars (a Federal Railroad Administration mandate), match funds for bus stop improvements, drop down snow chains for some high floor buses, rail diesel car refurbishment for WES, and a financial software upgrade.

The FY11 Approved Budget reflects the second year of the bus and rail communications system replacement. Mandated by the FCC, TriMet will be converting all radios to 800 MHz between FY10 and FY13. The new system will be financed by issuing debt. TriMet issued \$14 million of debt for the first phase of the project in October 2009. Total project costs are expected to be between \$41 and \$44 million and the remaining costs will be funded with future bond proceeds.

⁴ Operating projects can be thought of as capital projects such as roof replacement, rail grinding, and ice caps and covers that cannot be labeled an asset for fixed asset inventory. Although they are technically materials and services, operating projects are included in TriMet’s Capital Improvement Plan for planning purposes and are zero-base budgeted along with capital replacement and improvement projects each year.

The FY11 Approved Budget includes revenues and expenditures to complete operating and capital projects made possible by the ARRA. These one-time expenditures, carried over from FY10 total \$10.1 million

Rail Construction Program

Portland-to-Milwaukie Light Rail. In FY11, TriMet expects the Portland to Milwaukie Light Rail (PMLR) project, now in preliminary engineering, to be in final design and has budgeted \$107.9 million for these costs. TriMet expects to enter into a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration June 2012. The project is expected to cost a total of \$1.417 billion, with 60% of the cost anticipated to be provided by the Federal New Starts program. The project is expected to open September 2015, and operating costs are projected to be \$9.6 million a year. Passenger revenue is projected to cover 50% of operating costs. TriMet is funding the remaining cost of operation with revenues from the increase in the payroll tax rate from .6218% to .7218%.

Funding for the FY11 PMLR construction program is provided by State Lottery Bond proceeds. ORS 285B.551, passed in the 2007 session of the Oregon Legislature, provides \$250 million of lottery bond proceeds for be used for payment of the expenses of the PMLR.

TriMet has secured commitments for the remaining local match from its funding partners, including Metro, the Cities of Portland and Milwaukie, and Clackamas County. Specifically, Metro Resolution 08-0932 commits \$144.8 million to TriMet to fund debt service on borrowings. The Metro funds provide an additional \$13.3 million for the existing Westside Express Service project or bus purchases and \$72.5 million for the Portland-Milwaukie Light Rail project. As it did in 2005, TriMet plans to issue in 2011 bonds payable solely

from and secured by a pledge of Metropolitan Transportation Improvement Program (“MTIP”) grant funds.

On June 17, 2009, the Portland City Council approved Resolution No. 36709, in which the City Council outlined a \$30 million funding plan for the City of Portland’s contribution of local matching funds to the PMLR Project. Subsequently, TriMet and the City entered into an intergovernmental agreement under which the City will provide \$30 million to the project within sixty calendar days of execution of the FFGA.

TriMet and Clackamas County have entered into an agreement under which the County will transfer to TriMet \$25 million within sixty calendar days after a FFGA for the Project is signed between TriMet and Federal Transit Administration.

TriMet and the City of Milwaukie have entered into an agreement under which Milwaukie will transfer to TriMet \$5 million within sixty calendar days after a FFGA for the Project is signed between TriMet and the Federal Transit Administration.

TriMet’s is carrying its \$40 million contribution to the project in its financial plans. TriMet plans to issue payroll tax backed revenue bonds in 2012 to provide its contribution to the project.

The finance plan calls for the contribution to the project of several parcels of land in the South Waterfront. A portion of the Willamette Shore right-of-way, which is owned by a consortium of governments, will be used for the Portland-Milwaukie LRT alignment and will be granted to the project. In the South Waterfront area, it is anticipated that portions of the alignment on land owned by OHSU and Zidell Realty will also be contributed; and that OHSU will contribute other land during the construction period that would have to be leased for construction staging.

In the aggregate these in-kind contributions are anticipated to be valued at \$43.8 million.

Columbia River Crossing. TriMet continues to participate in the Columbia River Crossing (CRC) Project. The FY11 budget includes \$.817 million for TriMet staff dedicated to the project. These expenses are paid for by the State of Washington and the State of Oregon, who are jointly funding the project. The CRC Project address I-5 highway and bridge safety, capacity, connectivity, freight mobility, interstate travel and commerce with highway, bridge and transit improvements, including the extension of MAX to downtown Vancouver.

Pass-through Projects

Pass-through projects appear in TriMet's budget as both a revenue and an expense, in equal amounts. The FY11 Approved Budget includes several Federal Transit Administration projects owned by the City of Portland. These are the Streetcar Loop, under construction now and Portland's Innovation Quadrant Project SW Moody Street and Streetcar Reconstruction. TriMet is the grantee for the Federal Transit Administration funds, passing the federal construction funds through to the City of Portland, which will manage the construction and own the improvements.

The Streetcar Loop project extends the Streetcar line across the Broadway Bridge, along Martin Luther King Boulevard to the Oregon Museum of Science and Industry. The total federal share of the \$152 million project is \$75 million, with remaining shares provided by a Local Improvement District, the Portland Development Commission, the State of Oregon and the City of Portland. TriMet is not participating in the capital costs of the Streetcar Loop, but does apply for funds on behalf of the City of Portland and passes the funds through to the City for construction

expenses. TriMet will participate in the operating costs of the extension of the Streetcar to OMSI and has committed \$1.288 million to fund the estimated \$3.7 million cost. The Loop extension is scheduled to open in FY13. TriMet is funding its share of the operating cost of Streetcar to OMSI with revenues from the increase in the payroll tax rate from .6218% to .7218%.

The Innovation Quadrant Project reconstructs SW Moody Avenue in the South Waterfront area. The project will elevate the roadway by 14 feet to cap contaminated soils. It will include three traffic lanes, dual streetcar tracks and pedestrian and bicycle facilities.

Other pass-through capital projects in the FY11 Approved Budget include: Federal Transit Administration funds for the Hillsboro Intermodal Transit Facility, funds for the Portland Streetcar Prototype, and funds from the State of Oregon for elderly and disabled transportation.

FY11 Ending Fund Balance and Conclusions

The FY11 Approved Budget is a balanced budget. Beyond FY11, TriMet must make additional continuing expenditure savings to maintain fiscal stability. The forecast, but not the budget, assumes savings and a reduction of cost growth in both management and union active and retiree health benefit plans. Without these savings, TriMet will have to reduce service further.

The FY11 Ending Fund Balance-Restricted and Unrestricted of \$145.6 million includes \$82.6 million of funds restricted for debt service⁵, and \$3.2 million of revenues recorded but not received, leaving \$59.9 million unrestricted funds in fund balance at the

⁵ \$41.9 million to pay remaining principal and interest on interim financing for the I-205/Portland Mall LRT Project and \$40.7 million for FY12 debt service.

beginning of FY12 to meet monthly operating cash flow requirements. The unrestricted fund balance fluctuates throughout the year as revenues are received. The lowest months are usually January, March and April before federal formula assistance is received. Internal analysis indicates that a higher unrestricted fund balance is needed prior to the receipt of federal funds in order to meet monthly cash flow requirements in FY11 without short-term borrowing.

As the region comes out of the recession, TriMet needs to improve its financial position in the following areas:

- Cash reserves must be restored and maintained, requiring tight control of expenditures over many years.
- TriMet will make every effort to return to a consistent capital replacement program. Capital replacement is a cost of service.
- Over time, TriMet will need to increase annual pension fund contributions in order to achieve 75% or higher funding of the defined benefit pension plans. Due to benefit improvements and investment losses, funding of the union defined benefit plan is now just 47%.
- TriMet needs to begin to take steps to partially fund a retiree-medical trust to assure a funding source for retiree health benefits, which have already been accrued but are not yet funded.

A copy of TriMet's financial forecast is included in the Appendix.

April 2010



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Financial Summary



GENERAL FUND RESOURCE SUMMARY

Line No.	Revenue Category	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Resources
1.	Beginning Fund Balance-Restricted and Unrestricted*	\$ 70,534,702	\$ 341,452,910	\$ 68,793,923	\$ 188,255,523	\$ 167,426,202	143.37%	-11.06%	19.52%
	Operating Revenue								
2.	Passenger	\$ 80,815,246	\$ 90,016,772	\$ 98,233,964	\$ 93,069,000	\$ 95,149,731	-3.14%	2.24%	11.10%
3.	Advertising	4,268,250	4,542,833	4,818,000	4,783,550	5,042,425	4.66%	5.41%	0.59%
4.	Accessible Transportation	2,376,691	3,870,738	3,199,475	3,153,550	3,241,849	1.32%	2.80%	0.38%
5.	Contracted & Special Service	25,158,378	22,275,365	23,104,446	20,451,459	22,861,121	-1.05%	11.78%	2.67%
6.	Total Operating Revenue	\$ 112,618,565	\$ 120,705,708	\$ 129,355,886	\$ 121,457,559	\$ 126,295,125	-2.37%	3.98%	14.73%
	Tax Revenue								
7.	Employer Payroll	\$ 201,163,347	\$ 198,864,145	\$ 203,993,005	\$ 192,097,000	\$ 200,902,000	-1.52%	4.58%	23.43%
8.	Self-Employed	10,868,481	7,742,633	10,001,600	9,306,000	9,585,000	-4.17%	3.00%	1.12%
9.	State "In Lieu"	2,254,669	2,482,251	2,105,870	2,432,000	2,530,000	20.14%	4.03%	0.30%
10.	Total Tax Revenue	\$ 214,286,497	\$ 209,089,029	\$ 216,100,475	\$ 203,835,000	\$ 213,017,000	-1.43%	4.50%	24.84%
	Other Revenue								
11.	Federal Operating Grants	\$ 59,512,287	\$ 61,495,272	\$ 95,148,098	\$ 62,491,377	\$ 100,441,105	5.56%	60.73%	11.71%
12.	State Operating Grants	1,774,200	2,194,612	827,120	1,718,092	1,593,273	92.63%	-7.26%	0.19%
13.	Interest	6,463,436	1,674,579	2,000,000	540,000	712,000	-64.40%	31.85%	0.08%
14.	Miscellaneous		2,081,382	10,395,412	4,380,736	4,287,951	-58.75%	-2.12%	0.50%
15.	Total Other Revenue	\$ 67,749,923	\$ 67,445,845	\$ 108,370,630	\$ 69,130,205	\$ 107,034,329	-1.23%	54.83%	12.48%
16.	Total Operating Resources (Excluding Beginning Fund Balance)	\$ 394,654,985	\$ 397,240,582	\$ 453,826,991	\$ 394,422,764	\$ 446,346,455	-1.65%	13.16%	52.05%
17.	Capital Program Resources	\$ 4,043,225	\$ 5,663,155	\$ 64,725,051	\$ 31,545,813	\$ 28,849,042	-55.43%	-8.55%	3.36%
18.	Light Rail Program Resources	560,755,403	43,188,384	141,446,297	100,378,585	108,705,867	-23.15%	8.30%	12.68%
19.	Other Non-Operating Resources	4,872,879	22,303,959	53,297,776	5,108,642	106,253,143	99.36%	1979.87%	12.39%
20.	Resources to Retire Interim Financing**		78,497,470	72,770,000	74,229,000		-100.00%	-100.00%	0.00%
21.	Total Resources	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	8.02%	100.00%

* Restricted funds include funds set aside to pay debt service and resources specifically designated for capital projects. Unrestricted funds provide cash for operations as needed for cash flow.

** Resources to retire interim financing are included in Lines 18 and 20. As of June 30, 2010, TriMet received all Full Funding Grant Agreement funds needed to retire I-205/Portland Mall Light Rail Project interim financing bond proceeds.

GENERAL FUND REQUIREMENT SUMMARY

Line No.	Division/Department	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Requirements
Office of the General Manager Division									
1.	Office of the General Manager	\$ 943,418	\$ 794,434	\$ 928,537	\$ 928,537	\$ 976,789	5.20%	5.20%	0.11%
2.	Media Relations	291,293	298,097	325,661	325,661	310,315	-4.71%	-4.71%	0.04%
3.	Government Affairs	680,336	620,877	741,776	741,776	699,202	-5.74%	-5.74%	0.08%
4.	Diversity and Transit Equity	157,433	219,007	220,337	220,337	218,651	-0.77%	-0.77%	0.03%
5.	Internal Audit	168,173	218,668	225,461	225,712	226,598	0.50%	0.39%	0.03%
6.	Total Office of the General Manager	\$ 2,240,653	\$ 2,151,083	\$ 2,441,773	\$ 2,442,024	\$ 2,431,555	-0.42%	-0.43%	0.28%
Communications & Technology Division									
7.	Administration	\$ 448,439	\$ 496,375	\$ 478,535	\$ 472,060	\$ 465,383	-2.75%	-1.41%	0.05%
8.	Operating Projects	1,242,836	458,718	733,815	587,575	1,135,689	54.76%	93.28%	0.13%
9.	Organization Development	390,060	403,889	381,174	377,674	400,624	5.10%	6.08%	0.05%
10.	Information Technology	7,600,858	7,464,075	7,363,204	7,275,665	6,621,034	-10.08%	-9.00%	0.77%
11.	Marketing	5,136,693	4,891,061	4,623,063	4,614,621	3,827,804	-17.20%	-17.05%	0.45%
12.	Customer Service	2,873,492	2,907,937	3,130,851	3,098,487	2,886,746	-7.80%	-6.83%	0.34%
13.	Total Communications & Technology	\$ 17,692,378	\$ 16,622,055	\$ 16,710,642	\$ 16,426,081	\$ 15,337,281	-8.22%	-6.63%	1.79%
Finance & Administration Division									
14.	Administration	\$ 1,459,695	\$ 2,365,334	\$ 1,299,272	\$ 1,266,613	\$ 1,223,720	-5.81%	-3.39%	0.14%
15.	Financial Services	1,724,218	1,605,416	3,068,203	3,026,044	2,943,520	-4.06%	-2.73%	0.34%
16.	Financial Analysis & Grants Administration	2,037,378	2,339,947	3,155,046	3,094,151	2,361,382	-25.16%	-23.68%	0.28%
17.	Risk Management	270,896	541,504	537,512	545,299	495,112	-7.89%	-9.20%	0.06%
18.	Procurement & Contracts	1,160,403	1,002,408	1,146,429	888,474	1,048,572	-8.54%	18.02%	0.12%
19.	* Fare Revenue	5,713,678	3,897,757				0.00%	0.00%	0.00%
20.	Total Finance & Administration	\$ 12,366,268	\$ 11,752,366	\$ 9,206,461	\$ 8,820,581	\$ 8,072,305	-12.32%	-8.48%	0.94%
General Counsel/Human Resources Division									
21.	Administration	\$ 864,618	\$ 863,031	\$ 840,462	\$ 840,462	\$ 819,033	-2.55%	-2.55%	0.10%
22.	Operating Projects	2,325					0.00%	0.00%	0.00%
23.	Legal Services	2,075,017	1,700,537	1,758,721	1,758,721	1,611,999	-8.34%	-8.34%	0.19%
24.	** Human Resource Services	12,813,638	14,738,606	17,333,560	16,929,763	1,438,859	-91.70%	-91.50%	0.17%
25.	Total General Counsel/Human Resources	\$ 15,755,598	\$ 17,302,174	\$ 19,932,743	\$ 19,528,946	\$ 3,869,891	-80.59%	-80.18%	0.45%
Operations Division									
26.	Administration	\$ 2,029,225	\$ 1,534,485	\$ 1,507,539	\$ 1,506,717	\$ 1,278,955	-15.16%	-15.12%	0.15%
27.	Operating Projects	1,480,133	5,843,730	9,695,689	6,445,060	4,760,629	-50.90%	-26.14%	0.56%
28.	Operations Support	8,519,460	14,609,453	14,724,433	14,837,291	13,673,851	-7.13%	-7.84%	1.59%
29.	Bus Transportation	106,809,084	109,945,537	114,887,480	111,829,996	98,584,645	-14.19%	-11.84%	11.50%
30.	Scheduling	1,324,304	1,499,486	1,564,015	1,538,029	1,235,346	-21.01%	-19.68%	0.14%
31.	* Field Operations	10,486,192	12,188,067	14,069,157	13,896,404	11,684,250	-16.95%	-15.92%	1.36%

GENERAL FUND REQUIREMENT SUMMARY

Line No.	Division/Department	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Requirements
32.	Transportation Planning	\$ 1,922,053	\$ 1,770,900	\$ 1,579,070	\$ 1,569,808	\$ 1,434,402	-9.16%	-8.63%	0.17%
33.	Accessible Transportation Programs	44,974,806	46,438,419	49,517,520	47,257,656	46,606,518	-5.88%	-1.38%	5.43%
34.	Bus Maintenance	56,186,687	61,286,360	55,970,243	57,472,984	47,770,774	-14.65%	-16.88%	5.57%
35.	* Facilities Management			16,593,304	16,088,837	15,174,230	-8.55%	-5.68%	1.77%
36.	Rail Transportation	13,881,815	16,069,244	17,248,744	16,988,912	15,872,520	-7.98%	-6.57%	1.85%
37.	Rail Maintenance of Way	10,934,554	12,100,766	15,480,128	15,716,575	14,241,113	-8.00%	-9.39%	1.66%
38.	Rail Equipment Maintenance	16,805,934	17,010,834	19,277,544	18,911,423	17,568,640	-8.86%	-7.10%	2.05%
39.	Commuter Rail	137,837	3,073,153	5,781,399	5,962,948	5,731,573	-0.86%	-3.88%	0.67%
40.	Streetcar	6,191,969	6,520,137	6,743,298	6,517,335	6,041,351	-10.41%	-7.30%	0.70%
41.	Total Operations	\$ 281,684,053	\$ 309,890,571	\$ 344,639,563	\$ 336,539,977	\$ 301,658,797	-12.47%	-10.36%	35.18%
Capital Projects Division									
42.	Administration	\$ 588,064	\$ 552,529	\$ 443,402	\$ 443,402	\$ 402,804	-9.16%	-9.16%	0.05%
43.	Operating Projects	2,930,525	3,438,377	12,161,419	10,191,522	4,516,793	-62.86%	-55.68%	0.53%
44.	* Facilities Management	14,523,619	15,141,939				0.00%	0.00%	0.00%
45.	Capital Projects	5,193,292	4,638,016	9,170,376	8,925,650	3,748,822	-59.12%	-58.00%	0.44%
46.	Total Capital Projects	\$ 23,235,500	\$ 23,770,861	\$ 21,775,196	\$ 19,560,574	\$ 8,668,418	-60.19%	-55.68%	1.01%
47.	OPEB & Pension UAAL**					\$ 47,047,706	0.00%	0.00%	5.49%
48.	Debt Service	\$ 8,560,015	\$ 8,546,379	\$ 27,879,569	\$ 25,723,111	\$ 29,741,603	6.68%	15.62%	3.47%
49.	Total Operating Requirements	\$ 361,534,465	\$ 390,035,489	\$ 442,585,947	\$ 429,041,294	\$ 416,827,555	-5.82%	-2.85%	48.61%
50.	Capital Programs	\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	\$ 19,262,540	\$ 31,120,326	-44.23%	61.56%	3.63%
51.	Light Rail Programs	308,885,058	194,427,022	119,538,148	95,260,668	114,005,867	-4.63%	19.68%	13.29%
52.	Pass Through Requirements	4,872,879	4,199,096	53,297,776	5,108,642	106,253,143	99.36%	1979.87%	12.39%
53.	Project Interim Financing	9,476,911	85,793,929	78,321,795	77,840,981	43,728,425	-44.17%	-43.82%	5.10%
54.	Contingency			10,700,000		10,600,000	-0.93%	0.00%	1.24%
55.	Ending Fund Balance Restricted and Unrestricted***	341,452,910	188,255,523	94,611,329	167,426,202	135,045,392	42.74%	-19.34%	15.75%
56.	Total Requirements	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	8.02%	100.00%

* In FY2009-10, Fare Revenue transferred from the Finance & Administration Division to Field Operations in the Operations Division.

* In FY2009-10, Facilities Management transferred from the Capital Projects Division to the Operations Division.

** Prior to FY2010-11 OPEB retiree medical was in the General Counsel/Human Resources Division. Prior to FY2010-11 payments to fund the DB pension unfunded liability were incorporated in departmental costs.

*** Ending Fund Balance FY2010 includes \$80 million of New Starts to retire interim finance serial bonds May 2011 (\$40 million) and May 2012 (\$40 million). See page 33 for elements of Ending Fund Balance.

EXTERNAL CAPITAL PROGRAM RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	State, local government & private contributions	\$ 412,146	\$ 270,165	\$ 4,772,066	\$ 2,279,941	\$ 4,586,000
2.	Federal Transit Administration grants	3,631,079	5,392,990	27,138,122	14,340,872	11,938,134
3.	Revenue bond proceeds and short term financing*			32,814,863	14,925,000	12,324,908
4.	Operating resources required for Capital Program	4,595,746	18,104,863	5,579,992		2,271,284
5.	Total external capital program resources	\$ 8,638,971	\$ 23,768,018	\$ 70,305,043	\$ 31,545,813	\$ 31,120,326

* FY10 estimate includes \$13 million of proceeds from the 2009 Series bonds to repay TriMet for the FY09 bus order.

CAPITAL PROGRAM REQUIREMENTS

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% of Total Requirements
1.	Communications & Technology Division	\$ 2,026,485	\$ 1,597,103	\$ 19,210,479	\$ 2,711,070	\$ 12,795,338	41.12%
2.	Finance & Administration Division	651,555	1,267,166	115,000	200,000	315,000	1.01%
3.	Operations Division	4,305,016	20,204,159	6,629,998	1,695,823	4,860,854	15.62%
4.	Capital Projects Division	1,655,915	2,566,973	29,849,566	14,655,647	13,149,134	42.25%
5.	Total capital project requirements	\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	\$ 19,262,540	\$ 31,120,326	100.00%

EXTERNAL LIGHT RAIL PROGRAM RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	Revenue bond proceeds and short term financing	\$ 411,886,153		\$ 27,050,000	\$ 24,000,000	
2.	State, local government & private contributions	38,481,121	\$ 8,940,012	81,497,431	76,378,585	\$ 108,705,867
3.	Federal Transit Administration grants	110,388,128	34,248,372			
4.	Interim Financing			32,898,866		
5.	Total Project Resources	\$ 560,755,403	\$ 43,188,384	\$ 141,446,297	\$ 100,378,585	\$ 108,705,867

WILSONVILLE TO BEAVERTON COMMUTER RAIL PROJECT RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	Revenue bond proceeds and short term financing	\$ 38,456,974		\$ 27,050,000	\$ 24,000,000	
2.	State, local government & private contributions	6,907,408	\$ 7,809,624			
3.	Federal Transit Administration grants	26,584,522				
4.	Total Project Resources	\$ 71,948,904	\$ 7,809,624	\$ 27,050,000	\$ 24,000,000	

SOUTH CORRIDOR PROJECT RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	Revenue bond proceeds and short term financing	\$ 373,429,179				
2.	State, local government & private contributions	30,182,999	\$ 1,130,388	\$ 22,030,000	\$ 29,385,111	
3.	Federal Transit Administration grants	83,803,606	34,248,372			
4.	Interim Financing			32,898,866		
5.	Total Project Resources	\$ 487,415,784	\$ 35,378,760	\$ 54,928,866	\$ 29,385,111	

MILWAUKIE LIGHT RAIL PROJECT RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	State, local government & private contributions	\$ 1,390,713		\$ 58,443,602	\$ 46,069,645	\$ 107,888,525
2.	Total Project Resources	\$ 1,390,713		\$ 58,443,602	\$ 46,069,645	\$ 107,888,525

COLUMBIA RIVER CROSSING PROJECT RESOURCES

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	State, local government & private contributions			\$ 1,023,828	\$ 923,828	\$ 817,343
2.	Total Project Resources			\$ 1,023,828	\$ 923,828	\$ 817,343

LIGHT RAIL PROGRAM REQUIREMENTS

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
1.	Wilsonville to Beaverton Commuter Rail Project	\$ 71,948,905	\$ 25,604,703	\$ 1,641,851	\$ 291,851	
2.	South Corridor Project	235,545,440	163,605,783	58,428,866	50,400,000	\$ 5,300,000
3.	Milwaukie Light Rail Project	1,390,713	5,216,536	58,443,602	43,644,988	107,888,525
4.	Columbia River Crossing Project			1,023,828	923,828	817,343
5.	Total light rail program requirements	\$ 308,885,058	\$ 194,427,022	\$ 119,538,148	\$ 95,260,668	\$ 114,005,867

G. O. BOND DEBT SERVICE FUND

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11
	Resources					
1.	Beginning Fund Balance	\$ 10,742,000	\$ 10,454,000	\$ 9,366,981	\$ 9,354,000	\$ 9,577,745
2.	Previously Levied Taxes - Estimated to be Received	447,000	186,000	350,000	100,000	100,000
3.	Earnings from Temporary Investments	410,000	93,000	200,000	20,000	20,000
4.	Total Resources Except for Taxes	\$ 11,599,000	\$ 10,733,000	\$ 9,916,981	\$ 9,474,000	\$ 9,697,745
5.	Taxes Necessary to Balance	8,969,000	8,722,000	9,760,490	10,203,471	10,196,977
6.	Total Resources	\$ 20,568,000	\$ 19,455,000	\$ 19,677,471	\$ 19,677,471	\$ 19,894,722
	Requirements					
	General Obligation Refunding Bonds (Light Rail Extension) 1999 Series A					
7.	Redemption of Principal	\$ 7,625,000	\$ 8,015,000	\$ 8,420,000	\$ 8,420,000	\$ 8,845,000
8.	Interest Expense	2,490,000	2,086,000	1,679,726	1,679,726	1,233,733
9.	Unappropriated Ending Fund Balance	10,453,000	9,354,000	9,577,745	9,577,745	9,815,989
10.	Total Requirements	\$ 20,568,000	\$ 19,455,000	\$ 19,677,471	\$ 19,677,471	\$ 19,894,722

SUMMARY OF FUND HISTORY

Actual 07/08	Actual 08/09	Budget 09/10	General Fund	Proposed 10/11	Approved 10/11	Adopted 10/11
			I. Operating Program			
			A. Resources			
\$ 70,534,702	\$ 341,452,910	\$ 68,793,923	Beginning Fund Balance-Restricted and Unrestricted	\$ 167,426,202	\$ 167,426,202	
80,815,246	90,016,772	98,233,964	Passenger Revenue	95,149,731	95,149,731	
31,803,319	30,688,936	31,121,921	Other Operating Revenue	31,145,395	31,145,395	
214,286,497	209,089,029	216,100,475	Tax Revenue	213,017,000	213,017,000	
67,749,923	67,445,845	108,370,630	Other Revenue	107,034,329	107,034,329	
4,872,879	22,303,959	53,297,776	Other Non-Operating Resources	106,253,143	106,253,143	
	78,497,470	72,770,000	Resource to Retire Project Interim Financing			
\$ 470,062,566	\$ 839,494,921	\$ 648,688,690	Total Operating Program Resources	\$ 720,025,799	\$ 720,025,799	
			B. Requirements			
\$ 220,772,741	\$ 231,473,823	\$ 244,181,365	Personal Services	\$ 260,774,870	\$ 260,774,870	
132,201,709	150,015,290	170,525,014	Materials & Services	126,311,082	126,311,082	
8,560,015	8,546,379	27,879,569	Debt Service	29,741,603	29,741,603	
4,872,879	4,199,096	53,297,776	Pass Through Requirements	106,253,143	106,253,143	
9,476,911	85,793,929	78,321,795	Project Interim Financing	43,728,425	43,728,425	
		10,700,000	Contingency	10,600,000	10,600,000	
341,452,910	188,255,523	94,611,329	Ending Fund Balance-Restricted and Unrestricted	135,045,392	135,045,392	
\$ 717,337,165	\$ 668,284,040	\$ 679,516,847	Total Operating Program Requirements	\$ 712,454,515	\$ 712,454,515	
			II. Capital Program			
			A. Resources			
\$ 412,146	\$ 270,165	\$ 4,772,066	State, Local Government & Private Contributions	\$ 4,586,000	\$ 4,586,000	
3,631,079	5,392,990	27,138,122	Federal Transit Administration Grants	11,938,134	11,938,134	
		32,814,863	Revenue Bond Proceeds	12,324,908	12,324,908	
\$ 4,043,225	\$ 5,663,155	\$ 64,725,051	Total Capital Program Resources	\$ 28,849,042	\$ 28,849,042	
			B. Requirements			
\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	Projects	\$ 31,120,326	\$ 31,120,326	
\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	Total Capital Program Requirements	\$ 31,120,326	\$ 31,120,326	

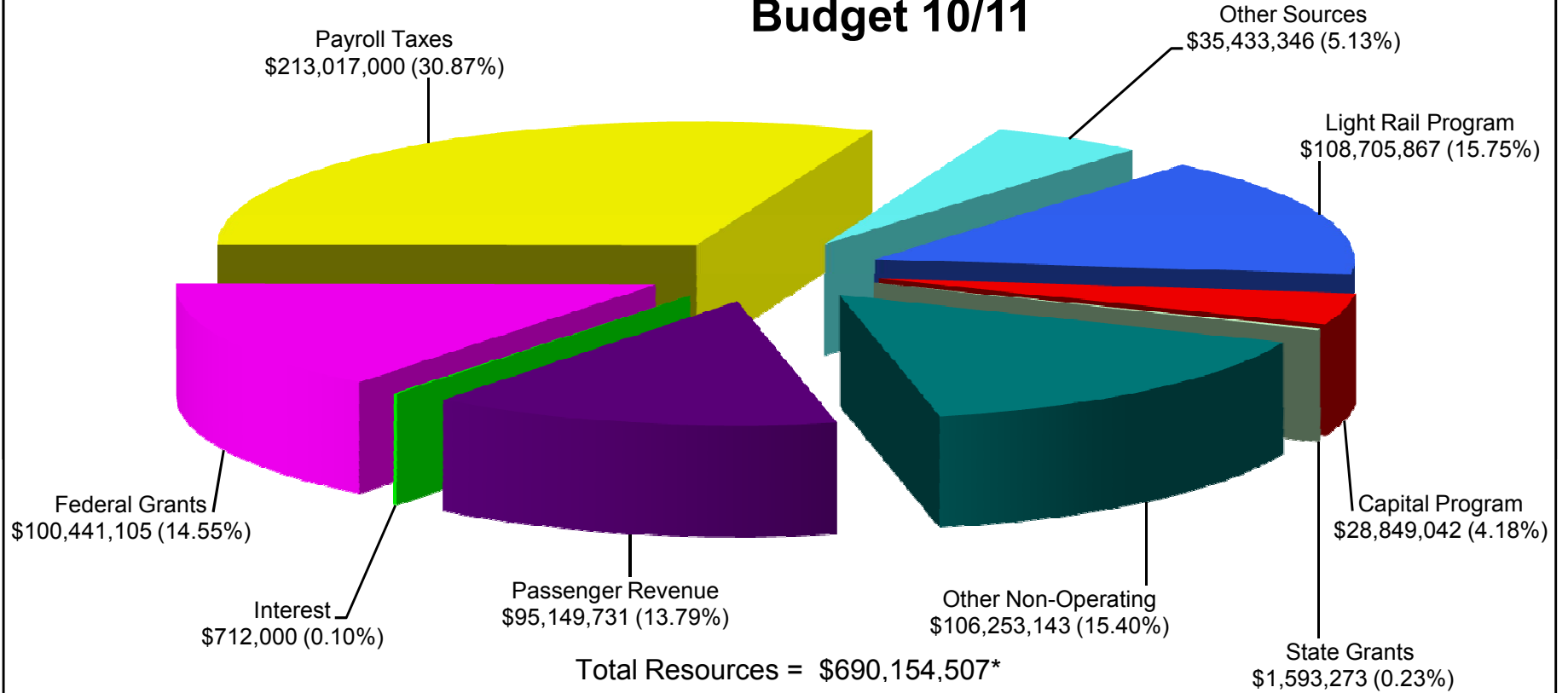
SUMMARY OF FUND HISTORY

Actual 07/08	Actual 08/09	Budget 09/10	General Fund	Proposed 10/11	Approved 10/11	Adopted 10/11
\$ 411,886,153		\$ 27,050,000	III. Light Rail Program			
38,481,121	\$ 8,940,012	81,497,431	A. Resources			
110,388,128	34,248,372	32,898,866	TriMet Revenue Bond Proceeds	\$ 108,705,867	\$ 108,705,867	
			State, Local Government & Private Contributions			
			Federal Transit Administration Grants			
			Interim Financing			
\$ 560,755,403	\$ 43,188,384	\$ 141,446,297	Total Light Rail Program Resources	\$ 108,705,867	\$ 108,705,867	
\$ 71,948,905	\$ 25,604,703	\$ 1,641,851	B. Requirements			
235,545,440	163,605,783	58,428,866	Wilsonville to Beaverton Commuter Rail Project	\$ 5,300,000	\$ 5,300,000	
1,390,713	5,216,536	58,443,602	South Corridor Project	107,888,525	107,888,525	
		1,023,828	Milwaukie Light Rail	817,343	817,343	
			Columbia River Crossing			
\$ 308,885,058	\$ 194,427,022	\$ 119,538,148	Total Light Rail Program Requirements	\$ 114,005,867	\$ 114,005,867	
\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	Total General Fund Resources	\$ 857,580,708	\$ 857,580,708	
\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	Total General Fund Requirements	\$ 857,580,708	\$ 857,580,708	
			G. O. Bond Debt Service Fund			
\$ 10,742,000	\$ 10,454,000	\$ 9,366,981	I. G. O. Bond Debt Service Fund			
447,000	186,000	350,000	A. Resources			
410,000	93,000	200,000	Beginning Fund Balance	\$ 9,577,745	\$ 9,577,745	
8,969,000	8,722,000	9,760,490	Previously Levied Taxes	100,000	100,000	
			Earnings from Investments	20,000	20,000	
			Taxes Necessary to Balance	10,196,977	10,196,977	
\$ 20,568,000	\$ 19,455,000	\$ 19,677,471	Total G. O. Bond Debt Service Fund Resources	\$ 19,894,722	\$ 19,894,722	
\$ 7,625,000	\$ 8,015,000	\$ 8,420,000	B. Requirements			
2,490,000	2,086,000	1,679,726	Redemption of Principal	\$ 8,845,000	\$ 8,845,000	
10,453,000	9,354,000	9,577,745	Interest Expense	1,233,733	1,233,733	
			Unappropriated Ending Fund Balance	9,815,989	9,815,989	
\$ 20,568,000	\$ 19,455,000	\$ 19,677,471	Total G. O. Bond Debt Service Fund Requirements	\$ 19,894,722	\$ 19,894,722	

PASS THROUGH REVENUES AND REQUIREMENTS

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% of Total Resources
1.	Elderly and Disabled Special Transportation Fund Formula	\$ 1,799,140	\$ 1,799,140	\$ 1,800,000	\$ 1,800,000	\$ 1,926,339	7.02%	1.81%
	Discretionary E and D							
2.	NE RideAbout	188,565	207,463	254,400	254,400	300,000	17.92%	0.28%
3.	Title XIX	79,460	158,263	280,000	280,000	280,000	0.00%	0.26%
4.	East County Ministries			76,545	76,545		-100.00%	0.00%
5.	Portland Impact			30,000	30,000		-100.00%	0.00%
6.	Elderly and Disabled Special Transportation Operating	179,982	44,483			1,861,182	100.00%	1.75%
7.	Hillsboro Intermodal Facility			1,850,000		1,852,500	0.14%	1.74%
	Portland Streetcar							
8.	Streetcar 5312 Prototype Grant	1,126,578	1,788,449	1,000,000	17,698	982,302	-1.77%	0.92%
9.	Streetcar 5312 Vehicle Domestic Manufacture Grant					490,000	100.00%	0.46%
10.	Streetcar CMAQ PE & Design Grant	1,499,155	201,298	2,650,000	2,650,000		-100.00%	0.00%
11.	Streetcar 5309 New Starts Grant			45,000,000		75,000,000	66.67%	70.59%
12.	Streetcar ARRA STP Capital Grant			356,832		356,832	0.00%	0.34%
13.	TIGER Grant for SW Moody Street & Streetcar Reconstruction					23,203,988	100.00%	21.84%
14.	Total pass through revenues and requirements	\$ 4,872,879	\$ 4,199,096	\$ 53,297,776	\$ 5,108,642	\$ 106,253,143	99.36%	100.00%

GENERAL FUND RESOURCES Budget 10/11



*Resources exclude Beginning Fund Balance of \$167,426,202.

GENERAL FUND RESOURCE SUMMARY

Line No.	Revenue Category	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Resources
1.	Beginning Fund Balance-Restricted and Unrestricted*	\$ 70,534,702	\$ 341,452,910	\$ 68,793,923	\$ 188,255,523	\$ 167,426,202	143.37%	-11.06%	19.52%
	Operating Revenue								
2.	Passenger	\$ 80,815,246	\$ 90,016,772	\$ 98,233,964	\$ 93,069,000	\$ 95,149,731	-3.14%	2.24%	11.10%
3.	Advertising	4,268,250	4,542,833	4,818,000	4,783,550	5,042,425	4.66%	5.41%	0.59%
4.	Accessible Transportation	2,376,691	3,870,738	3,199,475	3,153,550	3,241,849	1.32%	2.80%	0.38%
5.	Contracted & Special Service	25,158,378	22,275,365	23,104,446	20,451,459	22,861,121	-1.05%	11.78%	2.67%
6.	Total Operating Revenue	\$ 112,618,565	\$ 120,705,708	\$ 129,355,886	\$ 121,457,559	\$ 126,295,125	-2.37%	3.98%	14.73%
	Tax Revenue								
7.	Employer Payroll	\$ 201,163,347	\$ 198,864,145	\$ 203,993,005	\$ 192,097,000	\$ 200,902,000	-1.52%	4.58%	23.43%
8.	Self-Employed	10,868,481	7,742,633	10,001,600	9,306,000	9,585,000	-4.17%	3.00%	1.12%
9.	State "In Lieu"	2,254,669	2,482,251	2,105,870	2,432,000	2,530,000	20.14%	4.03%	0.30%
10.	Total Tax Revenue	\$ 214,286,497	\$ 209,089,029	\$ 216,100,475	\$ 203,835,000	\$ 213,017,000	-1.43%	4.50%	24.84%
	Other Revenue								
11.	Federal Operating Grants	\$ 59,512,287	\$ 61,495,272	\$ 95,148,098	\$ 62,491,377	\$ 100,441,105	5.56%	60.73%	11.71%
12.	State Operating Grants	1,774,200	2,194,612	827,120	1,718,092	1,593,273	92.63%	-7.26%	0.19%
13.	Interest	6,463,436	1,674,579	2,000,000	540,000	712,000	-64.40%	31.85%	0.08%
14.	Miscellaneous		2,081,382	10,395,412	4,380,736	4,287,951	-58.75%	-2.12%	0.50%
15.	Total Other Revenue	\$ 67,749,923	\$ 67,445,845	\$ 108,370,630	\$ 69,130,205	\$ 107,034,329	-1.23%	54.83%	12.48%
16.	Total Operating Resources (Excluding Beginning Fund Balance)	\$ 394,654,985	\$ 397,240,582	\$ 453,826,991	\$ 394,422,764	\$ 446,346,455	-1.65%	13.16%	52.05%
17.	Capital Program Resources	\$ 4,043,225	\$ 5,663,155	\$ 64,725,051	\$ 31,545,813	\$ 28,849,042	-55.43%	-8.55%	3.36%
18.	Light Rail Program Resources	560,755,403	43,188,384	141,446,297	100,378,585	108,705,867	-23.15%	8.30%	12.68%
19.	Other Non-Operating Resources	4,872,879	22,303,959	53,297,776	5,108,642	106,253,143	99.36%	1979.87%	12.39%
20.	Resources to Retire Interim Financing**		78,497,470	72,770,000	74,229,000		-100.00%	-100.00%	0.00%
21.	Total Resources	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	8.02%	100.00%

* Restricted funds include funds set aside to pay debt service and resources specifically designated for capital projects. Unrestricted funds provide cash for operations as needed for cash flow.

** Resources to retire interim financing are included in Lines 18 and 20. As of June 30, 2010, TriMet received all Full Funding Grant Agreement funds needed to retire I-205/Portland Mall Light Rail Project interim financing bond proceeds.

GENERAL FUND RESOURCE SUMMARY BY SOURCE

Line No.	Revenue Category	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Resources
1.	Beginning Fund Balance-Restricted and Unrestricted*	\$ 70,534,702	\$ 341,452,910	\$ 68,793,923	\$ 188,255,523	\$ 167,426,202	143.37%	-11.06%	19.52%
	Operating Revenue								
2.	Passenger	\$ 80,815,246	\$ 90,016,772	\$ 98,233,964	\$ 93,069,000	\$ 95,149,731	-3.14%	2.24%	11.10%
3.	Advertising	4,268,250	4,542,833	4,818,000	4,783,550	5,042,425	4.66%	5.41%	0.59%
4.	Accessible Transportation	2,376,691	3,870,738	3,199,475	3,153,550	3,241,849	1.32%	2.80%	0.38%
5.	Contracted & Special Service	25,158,378	22,275,365	23,104,446	20,451,459	22,861,121	-1.05%	11.78%	2.67%
6.	Total Operating Revenue	\$ 112,618,565	\$ 120,705,708	\$ 129,355,886	\$ 121,457,559	\$ 126,295,125	-2.37%	3.98%	14.73%
	Non-Operating Resources								
7.	Interest	\$ 6,463,436	\$ 1,674,579	\$ 2,000,000	\$ 540,000	\$ 712,000	-64.40%	31.85%	0.08%
8.	Miscellaneous		2,081,382	10,395,412	4,380,736	4,287,951	-58.75%	-2.12%	0.50%
9.	Total Non-Operating Resources	\$ 6,463,436	\$ 3,755,961	\$ 12,395,412	\$ 4,920,736	\$ 4,999,951	-59.66%	1.61%	0.58%
	Tax Revenue								
10.	Employer Payroll	\$ 201,163,347	\$ 198,864,145	\$ 203,993,005	\$ 192,097,000	\$ 200,902,000	-1.52%	4.58%	23.43%
11.	Self-Employed	10,868,481	7,742,633	10,001,600	9,306,000	9,585,000	-4.17%	3.00%	1.12%
12.	State "In-Lieu"	2,254,669	2,482,251	2,105,870	2,432,000	2,530,000	20.14%	4.03%	0.30%
13.	Total Tax Revenue	\$ 214,286,497	\$ 209,089,029	\$ 216,100,475	\$ 203,835,000	\$ 213,017,000	-1.43%	4.50%	24.84%
	Grants								
14.	Federal Operating Grants	\$ 59,512,287	\$ 61,495,272	\$ 95,148,098	\$ 62,491,377	\$ 100,441,105	5.56%	60.73%	11.71%
15.	State Operating Grants	1,774,200	2,194,612	827,120	1,718,092	1,593,273	92.63%	-7.26%	0.19%
16.	Capital Grants	114,019,207	39,641,362	27,138,122	14,340,872	11,938,134	-56.01%	-16.75%	1.39%
17.	Total Grants	\$ 175,305,694	\$ 103,331,246	\$ 123,113,340	\$ 78,550,341	\$ 113,972,512	-7.42%	45.09%	13.29%
	Other Capital								
18.	Capital Assistance	\$ 38,893,267	\$ 9,210,177	\$ 86,269,497	\$ 78,658,526	\$ 113,291,867	31.32%	44.03%	13.21%
19.	Total Other Capital	\$ 38,893,267	\$ 9,210,177	\$ 86,269,497	\$ 78,658,526	\$ 113,291,867	31.32%	44.03%	13.21%
	Other Resources								
20.	Bond Proceeds	\$ 411,886,153		\$ 92,763,729	\$ 38,925,000	\$ 12,324,908	-86.71%	-68.34%	1.44%
21.	Other Non-Operating Resources	4,872,879	\$ 22,303,959	53,297,776	5,108,642	106,253,143	99.36%	1979.87%	12.39%
22.	Resources to Retire Interim Financing**		78,497,470	72,770,000	74,229,000		-100.00%	-100.00%	0.00%
23.	Total Other Resources	\$ 416,759,032	\$ 100,801,429	\$ 218,831,505	\$ 118,262,642	\$ 118,578,051	-45.81%	0.27%	13.83%
24.	Total Resources	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	8.02%	100.00%

* Restricted funds include funds set aside to pay debt service and resources specifically designated for capital projects. Unrestricted funds provide cash for operations as needed for cash flow.

** Resources to retire interim financing are included in Lines 16 and 22. As of June 30, 2010, TriMet received all Full Funding Grant Agreement funds needed to retire I-205/Portland Mall Light Rail Project interim financing bond proceeds.

FEDERAL GRANT (NON-STATE/LOCAL) SUMMARY

Type of Funding	Purpose	% of Federal Funding	Budget 10/11
Operating Grants Urbanized Area Formula Fixed Guideway Modernization Surface Transportation Program/Congestion, Mitigation & Air Quality Surface Transportation Program American Recovery and Reinvestment American Recovery and Reinvestment/Congestion, Mitigation & Air Quality Homeland Security TSA Section 5310 Congestion, Mitigation & Air Quality New Freedom Job Access & Reverse Commute Project Reimbursement Research, Development, Demonstration and Deployment Program	Preventive Maintenance/Transit Enhancements Preventive Maintenance Debt Service Fund Exchange ARRA Project savings applied to preventive maintenance Operating Projects Canine Program Homeland Security Projects RideWise Regional Transportation Options Program Elderly and Disabled Transportation Transit to Jobs Program New Starts Limited English Proficiency Accessibility Program	80.00% 80.00% 89.73% 89.73% 100.00% 100.00% 100.00% 89.73% 89.73% 50.00% 50.00% 89.73% 74.11%	\$ 51,255,363 23,066,044 9,300,000 1,500,000 4,300,000 7,436,006 120,000 432,000 398,107 497,491 709,187 1,267,348 159,559 <hr/> \$ 100,441,105
Capital Program Grants American Recovery and Reinvestment Section 5309 Bus and Bus Facility State STP for Elderly and Disabled Transportation	Various Capital Projects Gresham Civic Station LIFT Vehicles	100.00% 80.00% 89.73%	\$ 5,863,134 2,100,000 3,975,000 <hr/> \$ 11,938,134
Total Federal Grants (Non-State/Local)			\$ 112,379,239

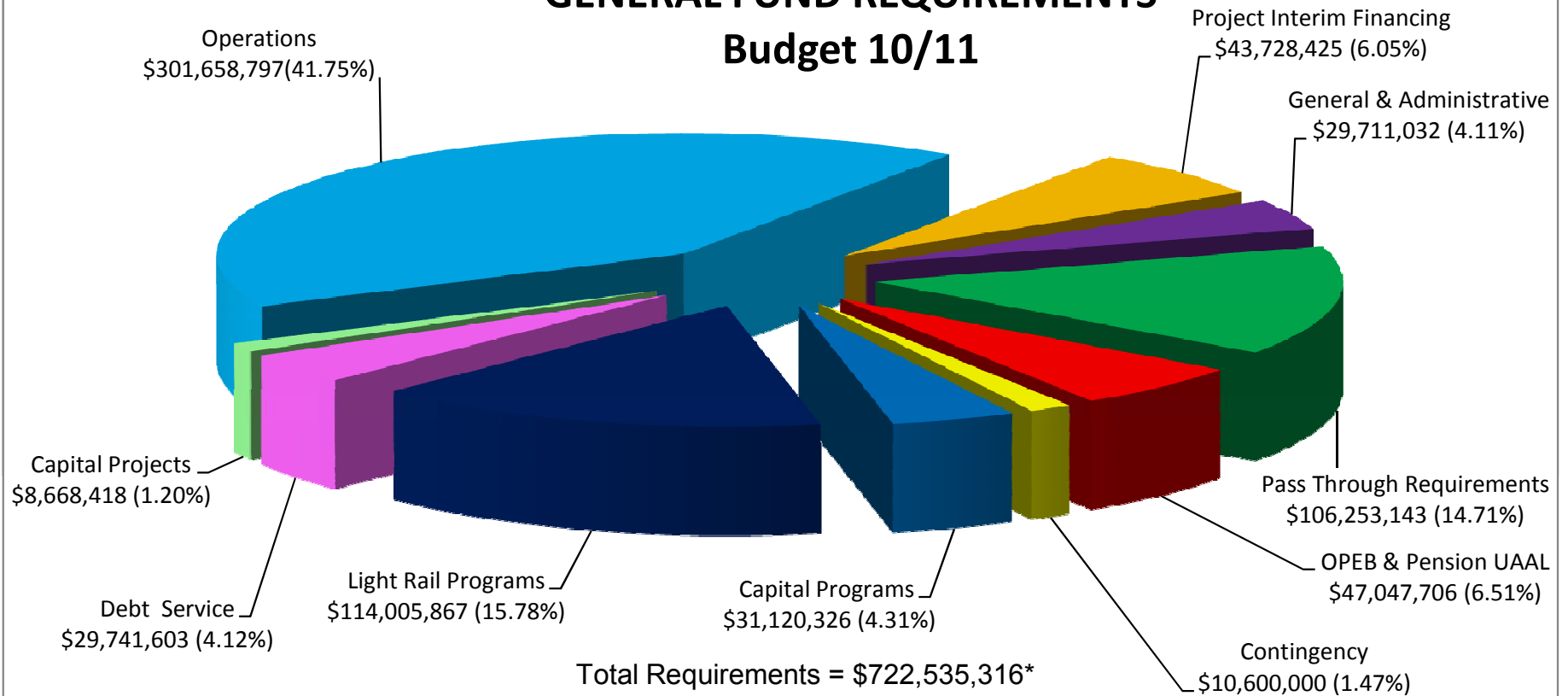
STATE/LOCAL (NON-FEDERAL) GENERAL FUND GRANT SUMMARY

Line No.	Type of Funding	Purpose	Budget 10/11
1.	Operating Grants Elderly and Disabled State Operating Grants	LIFT Operations	\$ 1,593,273
2.	Total State/Local (Non-Federal) General Fund Grants		<u>\$ 1,593,273</u>



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GENERAL FUND REQUIREMENTS Budget 10/11



*Requirements exclude Ending Fund Balance of \$135,045,392.

GENERAL FUND REQUIREMENT SUMMARY

Line No.	Division/Department	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Requirements
Office of the General Manager Division									
1.	Office of the General Manager	\$ 943,418	\$ 794,434	\$ 928,537	\$ 928,537	\$ 976,789	5.20%	5.20%	0.11%
2.	Media Relations	291,293	298,097	325,661	325,661	310,315	-4.71%	-4.71%	0.04%
3.	Government Affairs	680,336	620,877	741,776	741,776	699,202	-5.74%	-5.74%	0.08%
4.	Diversity and Transit Equity	157,433	219,007	220,337	220,337	218,651	-0.77%	-0.77%	0.03%
5.	Internal Audit	168,173	218,668	225,461	225,712	226,598	0.50%	0.39%	0.03%
6.	Total Office of the General Manager	\$ 2,240,653	\$ 2,151,083	\$ 2,441,773	\$ 2,442,024	\$ 2,431,555	-0.42%	-0.43%	0.28%
Communications & Technology Division									
7.	Administration	\$ 448,439	\$ 496,375	\$ 478,535	\$ 472,060	\$ 465,383	-2.75%	-1.41%	0.05%
8.	Operating Projects	1,242,836	458,718	733,815	587,575	1,135,689	54.76%	93.28%	0.13%
9.	Organization Development	390,060	403,889	381,174	377,674	400,624	5.10%	6.08%	0.05%
10.	Information Technology	7,600,858	7,464,075	7,363,204	7,275,665	6,621,034	-10.08%	-9.00%	0.77%
11.	Marketing	5,136,693	4,891,061	4,623,063	4,614,621	3,827,804	-17.20%	-17.05%	0.45%
12.	Customer Service	2,873,492	2,907,937	3,130,851	3,098,487	2,886,746	-7.80%	-6.83%	0.34%
13.	Total Communications & Technology	\$ 17,692,378	\$ 16,622,055	\$ 16,710,642	\$ 16,426,081	\$ 15,337,281	-8.22%	-6.63%	1.79%
Finance & Administration Division									
14.	Administration	\$ 1,459,695	\$ 2,365,334	\$ 1,299,272	\$ 1,266,613	\$ 1,223,720	-5.81%	-3.39%	0.14%
15.	Financial Services	1,724,218	1,605,416	3,068,203	3,026,044	2,943,520	-4.06%	-2.73%	0.34%
16.	Financial Analysis & Grants Administration	2,037,378	2,339,947	3,155,046	3,094,151	2,361,382	-25.16%	-23.68%	0.28%
17.	Risk Management	270,896	541,504	537,512	545,299	495,112	-7.89%	-9.20%	0.06%
18.	Procurement & Contracts	1,160,403	1,002,408	1,146,429	888,474	1,048,572	-8.54%	18.02%	0.12%
19.	* Fare Revenue	5,713,678	3,897,757				0.00%	0.00%	0.00%
20.	Total Finance & Administration	\$ 12,366,268	\$ 11,752,366	\$ 9,206,461	\$ 8,820,581	\$ 8,072,305	-12.32%	-8.48%	0.94%
General Counsel/Human Resources Division									
21.	Administration	\$ 864,618	\$ 863,031	\$ 840,462	\$ 840,462	\$ 819,033	-2.55%	-2.55%	0.10%
22.	Operating Projects	2,325					0.00%	0.00%	0.00%
23.	Legal Services	2,075,017	1,700,537	1,758,721	1,758,721	1,611,999	-8.34%	-8.34%	0.19%
24.	** Human Resource Services	12,813,638	14,738,606	17,333,560	16,929,763	1,438,859	-91.70%	-91.50%	0.17%
25.	Total General Counsel/Human Resources	\$ 15,755,598	\$ 17,302,174	\$ 19,932,743	\$ 19,528,946	\$ 3,869,891	-80.59%	-80.18%	0.45%
Operations Division									
26.	Administration	\$ 2,029,225	\$ 1,534,485	\$ 1,507,539	\$ 1,506,717	\$ 1,278,955	-15.16%	-15.12%	0.15%
27.	Operating Projects	1,480,133	5,843,730	9,695,689	6,445,060	4,760,629	-50.90%	-26.14%	0.56%
28.	Operations Support	8,519,460	14,609,453	14,724,433	14,837,291	13,673,851	-7.13%	-7.84%	1.59%
29.	Bus Transportation	106,809,084	109,945,537	114,887,480	111,829,996	98,584,645	-14.19%	-11.84%	11.50%
30.	Scheduling	1,324,304	1,499,486	1,564,015	1,538,029	1,235,346	-21.01%	-19.68%	0.14%
31.	* Field Operations	10,486,192	12,188,067	14,069,157	13,896,404	11,684,250	-16.95%	-15.92%	1.36%

GENERAL FUND REQUIREMENT SUMMARY

Line No.	Division/Department	Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change Budget	% Change Estimated	% of Total Requirements
32.	Transportation Planning	\$ 1,922,053	\$ 1,770,900	\$ 1,579,070	\$ 1,569,808	\$ 1,434,402	-9.16%	-8.63%	0.17%
33.	Accessible Transportation Programs	44,974,806	46,438,419	49,517,520	47,257,656	46,606,518	-5.88%	-1.38%	5.43%
34.	Bus Maintenance	56,186,687	61,286,360	55,970,243	57,472,984	47,770,774	-14.65%	-16.88%	5.57%
35.	* Facilities Management			16,593,304	16,088,837	15,174,230	-8.55%	-5.68%	1.77%
36.	Rail Transportation	13,881,815	16,069,244	17,248,744	16,988,912	15,872,520	-7.98%	-6.57%	1.85%
37.	Rail Maintenance of Way	10,934,554	12,100,766	15,480,128	15,716,575	14,241,113	-8.00%	-9.39%	1.66%
38.	Rail Equipment Maintenance	16,805,934	17,010,834	19,277,544	18,911,423	17,568,640	-8.86%	-7.10%	2.05%
39.	Commuter Rail	137,837	3,073,153	5,781,399	5,962,948	5,731,573	-0.86%	-3.88%	0.67%
40.	Streetcar	6,191,969	6,520,137	6,743,298	6,517,335	6,041,351	-10.41%	-7.30%	0.70%
41.	Total Operations	\$ 281,684,053	\$ 309,890,571	\$ 344,639,563	\$ 336,539,977	\$ 301,658,797	-12.47%	-10.36%	35.18%
Capital Projects Division									
42.	Administration	\$ 588,064	\$ 552,529	\$ 443,402	\$ 443,402	\$ 402,804	-9.16%	-9.16%	0.05%
43.	Operating Projects	2,930,525	3,438,377	12,161,419	10,191,522	4,516,793	-62.86%	-55.68%	0.53%
44.	* Facilities Management	14,523,619	15,141,939				0.00%	0.00%	0.00%
45.	Capital Projects	5,193,292	4,638,016	9,170,376	8,925,650	3,748,822	-59.12%	-58.00%	0.44%
46.	Total Capital Projects	\$ 23,235,500	\$ 23,770,861	\$ 21,775,196	\$ 19,560,574	\$ 8,668,418	-60.19%	-55.68%	1.01%
47.	OPEB & Pension UAAL**					\$ 47,047,706	0.00%	0.00%	5.49%
48.	Debt Service	\$ 8,560,015	\$ 8,546,379	\$ 27,879,569	\$ 25,723,111	\$ 29,741,603	6.68%	15.62%	3.47%
49.	Total Operating Requirements	\$ 361,534,465	\$ 390,035,489	\$ 442,585,947	\$ 429,041,294	\$ 416,827,555	-5.82%	-2.85%	48.61%
50.	Capital Programs	\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	\$ 19,262,540	\$ 31,120,326	-44.23%	61.56%	3.63%
51.	Light Rail Programs	308,885,058	194,427,022	119,538,148	95,260,668	114,005,867	-4.63%	19.68%	13.29%
52.	Pass Through Requirements	4,872,879	4,199,096	53,297,776	5,108,642	106,253,143	99.36%	1979.87%	12.39%
53.	Project Interim Financing	9,476,911	85,793,929	78,321,795	77,840,981	43,728,425	-44.17%	-43.82%	5.10%
54.	Contingency			10,700,000		10,600,000	-0.93%	0.00%	1.24%
55.	Ending Fund Balance Restricted and Unrestricted***	341,452,910	188,255,523	94,611,329	167,426,202	135,045,392	42.74%	-19.34%	15.75%
56.	Total Requirements	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	8.02%	100.00%

* In FY2009-10, Fare Revenue transferred from the Finance & Administration Division to Field Operations in the Operations Division.

* In FY2009-10, Facilities Management transferred from the Capital Projects Division to the Operations Division.

** Prior to FY2010-11 OPEB retiree medical was in the General Counsel/Human Resources Division. Prior to FY2010-11 payments to fund the DB pension unfunded liability were incorporated in departmental costs.

*** Ending Fund Balance FY2010 includes \$80 million of New Starts to retire interim finance serial bonds May 2011 (\$40 million) and May 2012 (\$40 million). See page 33 for elements of Ending Fund Balance.

GENERAL FUND REQUIREMENTS BY OBJECT CLASS (Summary of Detail Estimate Sheets)

Line No.		Actual 07/08	Actual 08/09	Budget 09/10	Estimate 09/10	Budget 10/11	% Change FY10-FY11	% of Total Requirements
Personal Services								
1.	Office of the General Manager	\$ 1,703,602	\$ 1,517,652	\$ 1,700,469	\$ 1,700,469	\$ 1,617,247	-4.89%	0.19%
2.	Communications & Technology	12,728,094	12,537,544	12,501,436	12,460,629	11,522,190	-7.83%	1.34%
3.	* Finance & Administration	7,777,992	6,265,101	4,553,435	4,309,151	4,252,977	-6.60%	0.50%
4.	General Counsel/Human Resources	3,117,069	2,720,676	2,880,659	2,880,659	2,741,960	-4.81%	0.32%
5.	* Operations	185,976,458	199,727,388	220,792,262	217,356,990	192,146,716	-12.97%	22.41%
6.	* Capital Projects	9,469,524	8,705,462	1,753,103	1,753,104	1,446,075	-17.51%	0.17%
7.	** OPEB & Pension UAAL					47,047,706	0.00%	5.49%
8.	Total Personal Services	\$ 220,772,741	\$ 231,473,823	\$ 244,181,365	\$ 240,461,002	\$ 260,774,870	6.80%	30.41%
Materials & Services								
9.	Office of the General Manager	\$ 537,051	\$ 633,432	\$ 741,304	\$ 741,555	\$ 814,308	9.85%	0.09%
10.	Communications & Technology	4,964,282	4,084,512	4,209,206	3,965,452	3,815,091	-9.36%	0.44%
11.	* Finance & Administration	4,588,274	5,487,267	4,653,026	4,511,430	3,819,328	-17.92%	0.45%
12.	** General Counsel/Human Resources	12,638,528	14,581,498	17,052,084	16,648,287	1,127,931	-93.39%	0.13%
13.	* Operations	95,707,594	110,163,182	123,847,301	119,182,987	109,512,081	-11.57%	12.77%
14.	* Capital Projects	13,765,977	15,065,399	20,022,093	17,807,470	7,222,343	-63.93%	0.84%
15.	Total Materials & Services	\$ 132,201,709	\$ 150,015,290	\$ 170,525,014	\$ 162,857,181	\$ 126,311,082	-25.93%	14.73%
16.	Capital Programs	\$ 8,638,971	\$ 25,635,401	\$ 55,805,043	\$ 19,262,540	\$ 31,120,326	-44.23%	3.63%
17.	Light Rail Programs	308,885,058	194,427,022	119,538,148	95,260,668	114,005,867	-4.63%	13.29%
18.	Pass Through Requirements	4,872,879	4,199,096	53,297,776	5,108,642	106,253,143	99.36%	12.39%
19.	Debt Service	8,560,015	8,546,379	27,879,569	25,723,111	29,741,603	6.68%	3.47%
20.	Project Interim Financing	9,476,911	85,793,929	78,321,795	77,840,981	43,728,425	-44.17%	5.10%
21.	Contingency			10,700,000		10,600,000	-0.93%	1.24%
22.	Ending Fund Balance Restricted and Unrestricted***	341,452,910	188,255,523	94,611,329	167,426,202	135,045,392	42.74%	15.75%
23.	Total Requirements	\$ 1,034,861,194	\$ 888,346,460	\$ 854,860,038	\$ 793,940,326	\$ 857,580,708	0.32%	100.00%

* In FY2009-10, Fare Revenue transferred from the Finance & Administration Division to Field Operations in the Operations Division.

* In FY2009-10, Facilities Management transferred from the Capital Projects Division to the Operations Division.

** Prior to FY2010-11 OPEB retiree medical was in the General Counsel/Human Resources Division. Prior to FY2010-11 payments to fund the DB pension unfunded liability were incorporated in departmental costs.

*** Ending Fund Balance FY2010 includes \$80 million of New Starts to retire interim finance serial bonds May 2011 (\$40 million) and May 2012 (\$40 million). See page 33 for elements of Ending Fund Balance.

ILLUSTRATION OF COMPONENTS OF FUND BALANCE		FY11
I.	FY11 Beginning Fund Balance Restricted and Unrestricted	167,426,202
	Restricted Funds in Beginning Fund Balance:	
	New Starts Funds to Retire Interim Financing	85,618,550
	Debt Service Estimated Restricted	33,470,028
	Washington County revenue recorded but not received	6,520,841
	FY11 Estimated Beginning Fund Balance Unrestricted *	41,816,783
II.	FY11 Ending Fund Balance Restricted and Unrestricted/FY12 Beginning Fund Balance FY12 Restricted and Unrestricted	145,645,392
	Restricted Funds in Beginning Fund Balance FY12:	
	New Starts Funds to Retire Interim Financing	41,890,125
	Debt Service	40,658,598
	Washington County revenue recorded but not received	3,191,700
	FY12 Estimated Beginning Fund Balance Unrestricted	59,904,970

* Because TriMet expects to receive 1/3rd of its Federal Operating Grants in FY 10 with the remaining 2/3rds or \$29 million received first quarter of FY11, FY11 Estimated Beginning Fund Balance is low by \$29 million.

GENERAL FUND PERSONAL SERVICES SCHEDULE

Expense Category	Explanation	Budget 09/10	Budget 10/11	% Change FY10-FY11
Earnings				
Salaries & Wages	Base compensation for all non-limited term positions, including training pay, student training cost, union employee wage premiums based on years of service, attrition adjustment, weighted runcut adjustment and FY10 part year adjustment.	\$ 136,097,380	\$ 132,133,391	-2.91%
Sick & Vacation/Holiday Payoff Expense	\$143 per union employee.	264,911	289,412	9.25%
Other Wage Categories	Road relief, night & shift differential, incentive pay, tool allowance, time slip differential.	1,713,195	1,676,521	-2.14%
Scheduled Overtime	Overtime that has been built into operator shifts.	8,324,154	8,159,997	-1.97%
Unscheduled Overtime	All other overtime except scheduled overtime.	5,203,387	5,259,275	1.07%
Limited Term Employment	Salaries of employees working less than one-year terms.	185,265	126,771	-31.57%
Unemployment Expense	TriMet reimburses the State of Oregon for actual claims paid.	101,462	104,505	3.00%
Unpaid Absence	All excused and unexcused time loss for which employees are not paid.	(2,797,272)	(2,631,126)	-5.94%
Fringe Benefits				
Health & Welfare Benefits	\$19,082 per full-time union employee; \$13,809 per part-time union employee; \$13,073 per full-time non-union employee; \$9,747 per part-time non-union employee.	38,478,181	40,872,906	6.22%
* Retiree/Disabled Medical	Post employment medical benefits for current retirees.		19,725,570	100.00%
* Medicare Part B	Post employment medical benefits for current retirees.		867,430	100.00%
Disability & Life Insurance	\$399 per full-time union employee; \$274 per part-time union employee; \$866 per non-union employee.	1,146,223	1,078,376	-5.92%
Pension Expense-Normal Cost (cost of benefits earned this year)	\$4,881 per union employee; 8.96% of gross income per non-union employee in Defined Benefit Plan; 8.0% of gross income per non-union employee in Defined Contribution Plan.	12,918,253	11,852,688	-8.25%
UAAL Union Pension	Unfunded Accrued Actuarial Liability for active defined benefit union employees.	25,000,000	23,442,039	-6.23%
UAAL Management Pension	Unfunded Accrued Actuarial Liability for active defined benefit non-union employees.	2,184,443	3,012,668	37.91%
Social Security - Medicare	7.65% of first \$106,800 of salaries and wages; 1.45% thereafter.	11,360,886	11,018,095	-3.02%
TriMet Payroll Tax	.6868% of gross income (.6818% in 2010, .6918% in 2011).	901,954	883,689	-2.03%
OPEB	Other Post Employment Benefits trust contribution for active employees.			0.00%
Workers' Compensation	Medical and time loss payments to employees injured in work related accidents. Time loss is paid at 66.7% of average weekly wage not to exceed \$1,064.80 per week.	3,622,340	3,435,050	-5.17%
Total Personal Services		\$ 244,181,365	\$ 260,774,870	6.80%

* Prior to FY2010-11 OPEB retiree medical was in the General Counsel/Human Resources Division materials and services budget.

GENERAL FUND MATERIALS & SERVICES SCHEDULE

Expense Category	Budget 09/10	Budget 10/11	Percent Change	Explanation
Contracted Transportation Services	\$ 30,566,703	\$ 28,191,103	-7.77%	Lower cost paratransit contracts, lower ridership, one time expenses in FY10 .
Operating Projects	22,590,923	9,154,504	-59.48%	Operating projects were high in FY10 due to federal funds from the ARRA.
Revenue Vehicles - Diesel Fuel	19,519,601	15,554,823	-20.31%	Lower cost of fixed price fuel.
Oregon Medical Assistance Program (OMAP)	16,429,406	15,892,732	-3.27%	
Retiree Medical/Dental & Life Insurance Benefits*	16,176,038	309,000	-98.09%	Retiree medical expense moved to Personal Services.
Revenue Vehicle - Maintenance Materials & Services	12,841,419	11,999,626	-6.56%	
Interagency Transfers	9,926,978	4,575,775	-53.91%	Varies from year to year based on requirement (fund exchanges, Lake Oswego DEIS).
Security Related Materials & Services	9,768,702	9,174,937	-6.08%	
Facilities Maintenance - Materials & Services	4,613,695	4,352,069	-5.67%	
Light Rail Propulsion Power	3,815,518	3,727,865	-2.30%	
Insurance Premiums and Self-Insurance Funding	3,526,987	3,644,586	3.33%	
Utilities (Natural Gas, Electricity, Water/Sewer)	3,210,098	3,157,685	-1.63%	
Professional & Technical Services	2,952,067	2,842,219	-3.72%	
Other Materials & Services	2,715,643	2,220,031	-18.25%	Budget reductions.
Personal Injury & Property Damage Self-Insurance	2,625,041	2,625,041	0.00%	
Office Administrative Materials & Services	1,375,638	1,246,027	-9.42%	
Computer Maintenance Materials & Services	1,351,659	1,279,874	-5.31%	
Lease Expenses	1,021,594	1,002,049	-1.91%	
Support Vehicles - Maintenance & Materials	756,000	756,000	0.00%	
Marketing & Advertising	623,120	610,458	-2.03%	
Uniforms and Laundry	530,640	502,866	-5.23%	
Revenue Vehicles - Oil & Lubricants	465,642	450,021	-3.35%	
Tickets, Passes, Transfers, Schedules & Guides	463,403	490,403	5.83%	
Employee Attendance & Incentive Programs	401,660	482,226	20.06%	
Telephone Expense	387,061	397,181	2.61%	
Health Benefit Administration	282,306	282,306	0.00%	
Contracted Legal Services	230,982	192,769	-16.54%	Budget reductions.
Customer Information Materials	230,064	220,064	-4.35%	
Dues (including APTA & OTA) & Subscriptions	228,806	203,162	-11.21%	Budget reductions.
Metro Unified Work Program	225,000	225,000	0.00%	
Waste Disposal Fees	198,884	198,884	0.00%	
Education & Training	196,736	107,796	-45.21%	Budget reductions.
Money Collection & Transport	157,000	152,000	-3.18%	
Communications System Maintenance	120,000	90,000	-25.00%	Budget reductions.
Total Materials & Services	\$ 170,525,014	\$ 126,311,082	-25.93%	

*In FY2010-11 OPEB retiree medical transferred to the Agency's personal services budget.

SUMMARY OF GENERAL FUND EMPLOYEES

	Actual 6/30/09	Budget 09/10	Budget 10/11	% Change
Office of the General Manager Division				
Non-Union Employees				
Full-Time Employees	11.75	12.75	12.75	0.00%
Total Office of the General Manager Division	11.75	12.75	12.75	0.00%
Communications & Technology Division				
Non-Union Employees				
Full-Time Employees	86.00	82.43	82.93	0.61%
Part-Time Employees	2.75	5.33	4.95	-7.13%
Union Employees				
Full-Time Employees	28.00	29.00	27.00	-6.90%
Total Communications & Technology Division	116.75	116.76	114.88	-1.61%
Finance & Administration Division				
Non-Union Employees				
Full-Time Employees	29.94	24.44	24.69	1.02%
Part-Time Employees	0.80	0.75	0.75	0.00%
Union Employees				
Full-Time Employees	51.00	16.50	16.50	0.00%
Total Finance & Administration Division	81.74	41.69	41.94	0.60%
General Counsel/Human Resources Division				
Non-Union Employees				
Full-Time Employees	22.00	21.88	21.88	0.00%
Part-Time Employees	1.90	1.90	1.90	0.00%
Total General Counsel/Human Resources Division	23.90	23.78	23.78	0.00%
Operations Division				
Non-Union Employees				
Full-Time Employees	131.50	140.05	139.55	-0.36%
Part-Time Employees	1.55	0.00	0.00	0.00%
Union Employees				
Full-Time Employees	1,735.00	1,776.00	1,664.00	-6.31%
Part-Time Employees	319.00	310.00	292.00	-5.81%
Total Operations Division	2,187.05	2,226.05	2,095.55	-5.86%

SUMMARY OF GENERAL FUND EMPLOYEES

	Actual 6/30/09	Budget 09/10	Budget 10/11	% Change
Capital Projects Division				
Non-Union Employees				
Full-Time Employees	33.25	20.25	18.75	-7.41%
Part-Time Employees	0.80	0.50	0.25	-50.00%
Union Employees				
Full-Time Employees	77.00	0.00	0.00	0.00%
Total Capital Projects Division	111.05	20.75	19.00	-8.43%
General Fund Operating Program				
Non-Union Employees				
Full-Time Employees	314.44	301.79	300.54	-0.41%
Part-Time Employees	7.80	8.48	7.85	-7.43%
Total	322.24	310.27	308.39	-0.61%
Union Employees				
Full-Time Employees	1,891.00	1,821.50	1,707.50	-6.26%
Part-Time Employees	319.00	310.00	292.00	-5.81%
Total	2,210.00	2,131.50	1,999.50	-6.19%
Total General Fund Operating Program Employees (1)	2,532.24	2,441.77	2,307.89	-5.48%
Light Rail Program				
Non-Union Employees				
Full-Time Employees	88.75	88.25	94.25	6.80%
Part-Time Employees	3.05	0.30	2.05	583.33%
Total Light Rail Program Employees	91.80	88.55	96.30	8.75%

(1) Actual number of employees, at any given, time, may vary significantly from these totals due to the nature of some operations.

SUMMARY OF FIXED ROUTE AND ACCESSIBLE TRANSPORTATION SERVICE (Weekly Vehicle Hours)

	Actual April '08	Actual April '09	Budget April '10	Actual April '10	Budget* April '11	% Change Budget	% Change Estimate	% of Total
Fixed Route								
Bus Service	38,569	39,407	36,448	36,452	33,983	-6.76%	-6.77%	86.49%
Light Rail	4,638	4,717	5,361	5,380	5,185	-3.28%	-3.62%	13.20%
Commuter Rail		122	122	122	122	0.00%	0.00%	0.31%
Fixed Route Total	43,207	44,246	41,931	41,954	39,290	-6.30%	-6.35%	100.00%
	Actual FY08 Avg.	Actual FY09 Avg.	Budget FY10 Avg.	Estimated FY10 Avg.	Budget FY11 Avg.	% Change Budget	% Change Estimate	
Accessible Transportation - LIFT	11,087	11,213	11,147	10,713	10,327	-7.36%	-3.60%	

* Note: These are preliminary and may change in the Adopted Budget.

SUMMARY OF FIXED ROUTE AND ACCESSIBLE TRANSPORTATION VEHICLES

Fixed Route Services	Actual April '08	Actual April '09	Budget April '10	Estimated April '10	Budget April '11	% Change Budget	% Change Estimate
Bus Service							
Peak Vehicles	532	540	502	523	525	4.54%	0.38%
Total Vehicles	641	658	594	651	651	9.55%	0.00%
Light Rail							
Peak Vehicles	79	82	112	105	103	-7.73%	-1.90%
Total Vehicles	105	109	131	131	127	-3.05%	-3.05%
Commuter Rail							
Peak Vehicles*		3	3	3	3	0.00%	0.00%
Total Vehicles		3	3	3	5	66.67%	66.67%

Accessible Transportation	Actual April '08	Actual April '09	Budget April '10	Estimated April '10	Budget April '11	% Change Budget	% Change Estimate
Peak Vehicles	208	218	221	218	225	1.69%	3.21%
Total Vehicles	257	267	267	267	269	0.75%	0.75%

* WES: 3 vehicles and 1 trailer. 2 additional Rail Diesel units should be available as spares by April 2011.

Note: These are preliminary and may change in the FY11 Adopted Budget.



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Appendices



The Oregonian

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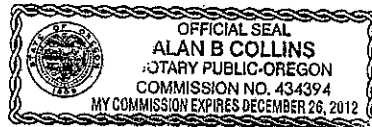
Practically Indispensable

1320 SW Broadway, Portland, OR 97201-3499

Affidavit of Publication

I, Terri Hume duly sworn depose and say that I am the Principal Clerk Of The Publisher of The Oregonian, a newspaper of general circulation, as defined by ORS 193.010 and 193.020, published in the city of Portland, in Multnomah County, Oregon; that the advertisement was published without interruption in the entire and regular issue of The Oregonian on the following date(s):

3/31/2010, 4/14/2010



Terri Hume
Principal Clerk of the Publisher:
4/15/10
Subscribed and sworn to before me this date.
Alan B. Collins
Notary:

Ad Order Number: 0002942949

NOTICE OF BUDGET COMMITTEE MEETING

A public meeting of the Budget Committee of the Tri-County Metropolitan Transportation District (TriMet), Clackamas, Multnomah and Washington Counties, State of Oregon, to discuss the budget for the fiscal year July 1, 2010 to June 30, 2011, will be held in Room C of the Portland Building, 1120 S.W. Fifth Avenue, Portland, Oregon. The meeting will take place on the 28th day of April, 2010 at 9:00 A.M. The purpose of the meeting is to receive the budget message and to receive comment from the public on the budget. A copy of the budget document may be inspected or obtained on or after April 28, 2010 at 4012 S.E. 17th Avenue, Portland, Oregon, between the hours of 8:00 A.M. and 5:00 P.M. Monday through Friday.

This is a public meeting where deliberation of the Budget Committee will take place. Any person may appear at the meeting and discuss the proposed programs with the Budget Committee.

Beth deHamel, Budget Officer

**FORM
LB-1**

NOTICE OF BUDGET HEARING

A meeting of the Tax Supervising and Conservation Commission will be held on Wednesday, May 26, 2010 at 8:00 A.M. in Room C of the Portland Building, 1120 SW Fifth Avenue, Portland, Oregon. The purpose of this meeting will be to discuss the budget for the fiscal year beginning July 1, 2010 as approved by the Tri-County Metropolitan Transportation District of Oregon Budget Committee. A summary of the budget is presented below. A copy of the budget may be inspected or obtained at 4012 S.E. 17th Avenue between the hours of 8:00 AM and 5:00 PM. This budget was prepared on a basis of accounting that is consistent with the basis of accounting used during the preceding year. Major changes, if any, and their effect on the budget, are explained below. This budget is for an Annual Period.

County: Multnomah	City: Portland	Chairperson of governing body: George Passadore	Telephone number: (503) 962-4813
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FINANCIAL SUMMARY

Check this box if your budget has only one fund. <input type="checkbox"/>		Adopted Budget This Year: 2009-2010	Approved Budget Next Year: 2010-2011
TOTAL OF ALL FUNDS			
Anticipated Requirements	1. Total Personal Services	\$244,181,365	\$260,774,870
	2. Total Materials and Services	170,525,014	126,311,082
	3. Total Capital Outlay	175,343,191	145,126,193
	4. Total Debt Service	116,301,090	83,548,761
	5. Total Transfers		
	6. Total Contingencies	10,700,000	10,600,000
	7. Total Special Payments	53,297,776	106,253,143
	8. Total Unappropriated and Reserved for Future Expenditure	104,189,074	144,861,381
	9. Total Requirements - add lines 1 through 8	874,537,509	877,475,430
Anticipated Resources	10. Total Resources Except Property Taxes	864,777,019	867,278,453
	11. Total Property Taxes Estimated to be Received	9,760,490	10,196,977
	12. Total Resources - add lines 10 and 11	874,537,509	877,475,430
Estimated Ad Valorem Property Taxes	13. Total Property Taxes Estimated to be Received (line 11)	9,760,490	10,196,977
	14. Plus: Estimated Property Taxes Not to be Received		
	A. Loss due to Constitutional Limits		
	B. Discounts Allowed, Other Uncollected Amounts	623,010	708,881
	15. Total Tax Levied - add lines 13 and 14	10,383,500	10,905,857
Tax Levies By Type		Rate or Amount	Rate or Amount
	16. Permanent Rate Limit Levy (rate limit.....)		
	17. Local Option Taxes		
	18. Levv for Bonded Debt or Obligations	10,383,500	10,905,857

STATEMENT OF INDEBTEDNESS

<input type="checkbox"/> None	Debt Outstanding <input checked="" type="checkbox"/> As Summarized Below	Debt Authorized, Not Incurred <input type="checkbox"/> None <input checked="" type="checkbox"/> As Summarized Below
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PUBLISH BELOW ONLY IF COMPLETED

Long-Term Debt	Estimated Debt Outstanding at the Beginning of the Budget Year	Estimated Debt Authorized, Not Incurred at the Beginning of the Budget Year
	July 1, 2010	July 1, 2010
Bonds	\$364,211,072	\$475,000,000
Interest Bearing Warrants		
Other		
Total Indebtedness	\$364,211,072	\$475,000,000

Short-Term Debt

This budget includes the intention to borrow in anticipation of revenue ("Short-Term Borrowing") as summarized below:

FUND LIABLE	Estimated Amount to be Borrowed	Estimated Interest Rate	Estimated Interest Cost

**FORM
LB-2**

**FUNDS NOT REQUIRING A
PROPERTY TAX TO BE LEVIED**

Publish ONLY completed portion of this page. Total Anticipated Requirements **must equal** Total Resources.

Name of Fund		Actual Data Last Year 2008-09	Adopted Budget This Year 2009-10	Approved Budget Next Year 2010-11
GENERAL FUND				
1.	Total Personal Services	\$231,473,823	\$244,181,365	\$260,774,870
2.	Total Materials and Services	150,015,290	170,525,014	126,311,082
3.	Total Capital Outlay	220,062,423	175,343,191	145,126,193
4.	Total Debt Service	94,340,308	106,201,364	73,470,028
5.	Total Transfers			
6.	Total Contingencies		10,700,000	10,600,000
7.	Total Special Payments	4,199,096	53,297,776	106,253,143
8.	Total Unappropriated and Reserved for Future Expenditure	188,255,523	94,611,329	135,045,392
9.	Total Requirements	888,346,460	854,860,038	857,580,708
10.	Total Resources Except Property Taxes	\$888,346,460	\$854,860,038	\$857,580,708

**FORM
LB-3**

**FUNDS REQUIRING A
PROPERTY TAX TO BE LEVIED**

Publish ONLY completed portion of this page.

Name of Fund	Actual Data Last Year 2008-09	Adopted Budget This Year 2009-10	Approved Budget Next Year 2010-11
G. O. BOND DEBT SERVICE FUND			
1. Total Personal Services			
2. Total Materials and Services			
3. Total Capital Outlay			
4. Total Debt Service	\$10,101,000	\$10,099,726	\$10,078,733
5. Total Transfers			
6. Total Contingencies			
7. Total Special Payments			
8. Total Unappropriated and Reserved for Future Expenditure	9,354,000	9,577,745	9,815,989
9. Total Requirements	19,455,000	19,677,471	19,894,722
10. Total Resources Except Property Taxes	10,733,000	9,916,981	9,697,745
11. Property Taxes Estimated to be Received	8,722,000	9,760,490	10,196,977
12. Total Resources (add lines 10 and 11)	19,455,000	19,677,471	19,894,722
13. Property Taxes Estimated to be Received (line 11)		9,760,490	10,196,977
14. Estimated Property Taxes Not to be Received			
A. Loss Due to Constitutional Limit			
B. Discounts, Other Uncollected Amounts		623,010	708,881
15. Total Tax Levied (add lines 13 and 14)		10,383,500	10,905,857
		Rate or Amount	Rate or Amount
16. Permanent Rate Limit Levy (rate limit)			
17. Local Option Taxes			
18. Levy for Bonded Debt or Obligations		\$10,383,500	\$10,905,857

**Notice of Property Tax and Certification of Intent to Impose
a Tax, Fee, Assessment, or Charge on Property**

**FORM LB-50
2010-2011**

To assessor of Clackamas, Multnomah & Washington Counties

* Be sure to read instructions in the 2010-2011 Notice of Property Tax Levy Forms and Instructions booklet. Check here if this is an amended form.

The Tri-County Metropolitan Transportation District of Oregon has the responsibility and authority to place the following property tax, fee, charge or assessment on the tax roll of Clackamas, Multnomah & Washington Counties. The property tax, fee, charge or assessment is categorized as stated by this form.

4012 SE 17th Avenue Portland Oregon 97202-3940 28-Apr-10
Beth deHamel Budget Officer 503-962-4804 dehamelb@tri-met.org

CERTIFICATION--You must check one box.

- The tax rate or levy amounts certified in Part I are within the tax rate or levy amounts approved by the budget committee.
 The tax rate or levy amounts certified in Part I were changed by the governing body and republished as required in ORS 294.435.

PART I: TOTAL PROPERTY TAX LEVY

	Subject to General Government Limits		Excluded from Measure 5 Limits
	Rate -or- Dollar Amount		
1. Rate/Amount levied (within permanent rate limit)			
2. Local option operating tax			
3. Local option capital project tax			
4. Levy for "Gap Bonds"			
5. Levy for pension and disability obligations			
6a. Levy for bonded indebtedness from bonds approved by voters prior to October 6, 2001		\$	10,905,857
6b. Levy for bonded indebtedness from bonds approved by voters after October 6, 2001			
6c. Total levy for bonded indebtedness not subject to Measure 5 or Measure 50 (total of 6a + 6b)		\$	10,905,857

PART II: RATE LIMIT CERTIFICATION

7. Permanent rate limit in dollars and cents per \$1,000
8. Date received voter approval for rate limit if new district
9. **Estimated** permanent rate limit for newly merged/consolidated district

PART III: SCHEDULE OF LOCAL OPTION TAXES -- Enter all local option taxes on this schedule. If there are more than two taxes, attach a sheet showing the information for each.

Purpose (operating, capital project, or mixed)	Date voters approved local option ballot measure	First year levied	Final year to be levied	Total amount -or- rate authorized per year by voters

PART IV: SPECIAL ASSESSMENTS, FEES AND CHARGES

Description	Subject to General Government Limitation	Excluded from Measure 5 Limitation
1		
2		

If fees, charges or assessments will be imposed on specific property within your district you must attach a complete listing of properties, by assessor's account number, to which fees, charges or assessments will be imposed. Show the fees, charges or assessments uniformly imposed on the properties. If these amounts are not uniform, show the amount imposed on each property.

The authority for putting these assessments on the roll is ORS _____. (Must be completed if you have an entry in Part IV.)

RESOLUTION 10-04-13

RESOLUTION OF THE TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON (TRIMET) APPROVING THE PROPOSED FISCAL YEAR 2010-11 ANNUAL BUDGET FOR SUBMISSION TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION (TSCC)

WHEREAS, TriMet develops and approves its Budget pursuant to Oregon Revised Statutes (ORS) Chapter 294; and

WHEREAS, pursuant to ORS 294.341, TriMet's Board of Directors constitutes TriMet's Budget Committee (Committee); and

WHEREAS, pursuant to ORS 294.331, TriMet's Chief Financial Officer serves as Budget Officer and primary liaison with TSCC; and

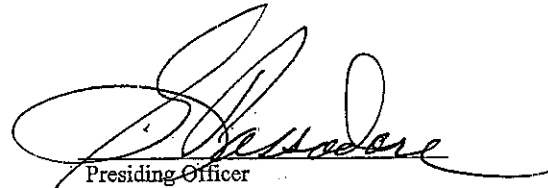
WHEREAS, ORS 294.406 provides that the Committee shall approve the Budget as submitted or as revised by the Committee; and

WHEREAS, ORS 294.421 requires TriMet to submit its Budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC).

NOW, THEREFORE, BE IT RESOLVED:

That the proposed fiscal year 2010-11 Budget as submitted, including technical corrections and revisions, is approved and shall be submitted to the Multnomah County Tax Supervising and Conservation Commission and the Budget Committee approves a \$10,905,857 property tax levy for bonded indebtedness.


Dated: April 28, 2010


Presiding Officer

Attest:


Recording Secretary

Approved as to Legal Sufficiency:


Legal Department

TriMet Financial Forecast

March 2010

General Fund (YOE, 000s)	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019
	ACTUAL	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST	FORECAST
Revenues:											
A. Passenger Revenue	90,017	93,175	95,150	100,002	105,208	111,085	117,293	129,923	137,688	146,055	155,216
B. Other Operating Revenue	29,000	31,736	31,912	32,119	32,268	33,334	34,479	35,676	36,915	38,198	39,527
C. Employer/Municipal Payroll Tax (underlying growth)	186,870	176,592	181,890	192,167	203,024	214,495	226,614	239,418	252,945	267,236	282,335
D. Self Employed Tax (underlying growth)	10,340	9,306	9,585	10,017	10,467	10,938	11,431	11,945	12,482	13,044	13,631
E. State In-Lieu	2,482	2,432	2,530	2,656	2,789	2,928	3,075	3,229	3,390	3,559	3,737
F. Grants & Capital Reimbursement	78,209	82,446	96,287	66,785	66,248	66,491	68,005	69,565	71,404	74,603	76,399
G. Interest	2,367	540	705	1,257	2,858	3,371	4,136	4,645	5,016	5,599	6,435
H. ATP-Cigarette Tax, Agency	4,717	4,872	4,835	3,822	3,905	3,992	4,081	4,173	4,268	4,367	4,468
I. New Revenues (rate increase to .8218% Jan '13)	13,306	15,505	19,012	23,291	28,838	37,622	46,355	52,952	60,144	67,976	76,499
J. Total Continuing Revenues (CR)	417,308	416,604	441,906	432,116	455,606	484,257	515,468	551,525	584,253	620,639	658,248
	212,998	203,836	213,017								
Expenditures, Current Service:											
K. Bus	172,378	169,302	145,196	145,403	150,353	156,914	163,458	170,255	177,402	184,923	192,840
L. Light Rail	47,828	51,617	47,282	47,506	49,528	51,847	54,263	56,769	59,411	62,197	65,138
M. Commuter Rail	3,299	5,963	5,732	5,964	6,973	6,613	6,757	6,968	7,243	8,468	7,827
N. Streetcar	6,546	6,517	6,041	6,146	6,388	6,644	6,890	7,149	7,422	7,709	8,011
O. Field Services	12,537	13,896	11,564	11,517	11,981	12,525	13,091	13,673	14,287	14,934	15,615
P. Facilities	15,558	16,089	15,114	15,568	16,135	16,756	17,401	18,069	18,769	19,501	20,267
Q. Accessible Transportation	46,438	47,257	46,607	47,367	48,168	51,519	55,520	60,047	63,473	67,153	71,062
R. Security and Operations Support	14,939	14,837	13,633	13,855	14,337	14,855	15,391	15,942	16,515	17,110	17,728
S. Capital Project Development	5,191	9,369	4,131	4,414	4,957	5,086	4,857	4,994	5,137	5,287	5,444
T. General & Administration	39,122	35,722	33,274	33,444	34,662	36,030	37,448	38,912	40,445	42,050	43,732
U. OPEB Trust				1,000	1,000	1,000	1,000	1,000	5,000	5,000	10,000
V. Retiree Disabled Medical	13,523	15,522	20,593	24,254	28,250	32,550	37,190	39,391	41,617	43,979	46,452
W. DB Pension Plan UAAL Funding		incorporated in departmental cost	26,455	27,012	27,568	28,125	28,125	28,125	28,125	28,125	33,125
X. Capital and Operating Projects	57,513	5,000	5,426	5,274	7,311	8,466	13,426	17,678	17,173	18,464	19,084
Y. Debt Service	23,543	30,816	33,492	40,659	44,103	44,601	42,548	46,594	46,586	48,478	48,465
Expenditures, Future Service											
Z. Bus Operations: Annual Increase				-	-	364	762	1,196	3,760	6,593	9,715
AA. Rail Operations: Blue, Red, Yellow, Green Annual Increase				-	511	1,079	1,708	2,405	3,174	4,022	4,956
AB. Portland-Milaukie Light Rail (bus savings reallocated)							-	9,501	9,850	10,216	10,599
AC. Portland Streetcar Loop				350	1,359	1,420	1,484	2,550	2,665	2,785	2,910
AD. Columbia River Crossing (TriMet share)										413	1,716
AE. Total Continuing Expenditures (CE)	458,416	421,907	414,539	429,731	453,583	476,393	501,318	541,219	568,055	597,407	634,687
AF. General Fund Results	(41,108)	(5,303)	27,367	2,384	2,023	7,863	14,150	10,306	16,198	23,232	23,562
AG. Beginning Restricted and Unrestricted Cash Reserves	113,000	80,542	75,239	102,606	104,990	107,013	114,877	129,027	139,333	155,531	178,763
AH. Unrestricted Cash Reserves	89,457	49,726	41,748	61,948	60,888	62,412	72,328	82,432	92,747	107,053	130,297
AI. Ending Restricted and Unrestricted Cash Reserves	80,542	75,239	102,606	104,990	107,013	114,877	129,027	139,333	155,531	178,763	202,324
AJ. Months of Operating Expense in Unrestricted Cash	2.5	1.5	1.3	1.9	1.8	1.7	1.9	2.0	2.1	2.3	2.7

Historical Service Hours and Capacity

Fiscal Year	Commuter		F.R Total	Cab/LIFT(1) ATP	TOTAL Veh Hrs	MAX Capacity			MAX Hrs in Bus Hr Equip.	Commuter Rail Capacity			CR Hrs in Bus Hr Equip.	TOTAL FR Hrs w/ Rail at Bus Equip.	TOTAL Hrs with Rail at Bus Equip.	Population	Service Hrs per Capita	
	Bus	MAX				Rail	Streetcar	Car/Train Hr Ratio		Car/Bus Capacity	Bus Equip Factor	Car/Train Hr Ratio						Car/Bus Capacity
1991	1,545,168	57,036			1,602,204	148,900	1,751,104	1.66	2.44	4.05				231,083	1,776,251	1,925,151	1,217,560	1.46
1992	1,584,658	58,560			1,643,218	150,800	1,794,018	1.67	2.44	4.08				238,687	1,823,345	1,974,145	1,247,610	1.46
1993	1,641,050	59,076			1,700,126	181,800	1,881,926	1.72	2.44	4.20				247,999	1,889,049	2,070,849	1,277,820	1.48
1994	1,734,180	59,112			1,793,292	211,200	2,004,492	1.74	2.44	4.25				251,036	1,985,216	2,196,416	1,302,460	1.52
1995	1,778,568	59,268			1,837,836	238,000	2,075,836	1.71	2.44	4.17				247,359	2,025,927	2,263,927	1,329,090	1.52
1996	1,821,120	59,544			1,880,664	274,500	2,155,164	1.76	2.44	4.30				255,777	2,076,897	2,351,397	1,360,530	1.53
1997	1,819,320	59,748			1,879,068	309,200	2,188,268	1.75	2.44	4.27				255,195	2,074,515	2,383,715	1,387,590	1.50
1998	1,869,324	66,708			1,936,032	335,900	2,271,932	1.85	2.44	4.52				301,204	2,170,528	2,506,428	1,409,930	1.54
1999	1,938,048	130,236			2,068,284	366,900	2,435,184	2.00	2.44	4.88				635,728	2,573,776	2,940,676	1,430,650	1.80
2000	2,009,148	143,100			2,152,248	397,200	2,549,448	2.00	2.44	4.88				698,522	2,707,670	3,104,870	1,444,219	1.87
2001	2,032,944	144,672			2,177,616	422,800	2,600,416	2.00	2.44	4.88				706,196	2,739,140	3,161,940	1,467,300	1.87
2002	2,048,484	183,648		21,112	2,232,132	456,400	2,688,532	1.79	2.44	4.37				802,324	2,871,920	3,328,320	1,484,150	1.94
2003	2,049,156	192,516		21,112	2,241,672	485,700	2,727,372	1.77	2.44	4.32				831,669	2,901,937	3,387,637	1,503,900	1.93
2004	2,047,932	201,240		21,112	2,249,172	513,600	2,762,772	1.69	2.44	4.12				830,064	2,899,108	3,412,708	1,522,400	1.90
2005	2,033,544	245,256		21,966	2,278,800	554,500	2,833,300	1.67	2.44	4.08				999,647	3,055,157	3,609,657	1,543,910	1.98
2006	1,953,420	238,704		24,700	2,192,124	578,200	2,770,324	1.69	2.44	4.12				984,593	2,962,713	3,540,913	1,569,170	1.89
2007	1,967,016	239,400		28,288	2,206,416	601,700	2,808,116	1.71	2.44	4.17				999,150	2,994,454	3,596,154	1,593,370	1.88
2008	1,984,252	246,507		36,614	2,230,759	623,150	2,853,909	1.72	2.44	4.20				1,034,828	3,055,694	3,678,844	1,614,465	1.89
2009	2,031,432	246,507	2,408	36,614	2,277,939	619,204	2,897,143	1.76	2.44	4.30	1.3	1.36	1.76	4,244	3,131,184	3,750,388	1,646,754	1.90
2010	1,893,996	278,763	5,564	36,614	2,172,759	600,628	2,773,387	1.95	2.44	4.77	1.3	1.36	1.76	9,808	3,269,316	3,869,944	1,663,222	1.97
2011 estimated	1,765,192	271,171	5,564	34,783	2,076,710	594,622	2,671,332	1.99	2.44	4.87	1.3	1.36	1.76	9,808	3,129,895	3,724,517	1,671,538	1.87
1991-2011	14%	375%	NA	NA	30%	299%	53%				471%				76%	93%	37%	28%

1) FY92 was the initial year of ADA paratransit plan implementation.

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See where it takes you.