

# Budget Review 2024-25

## TriMet



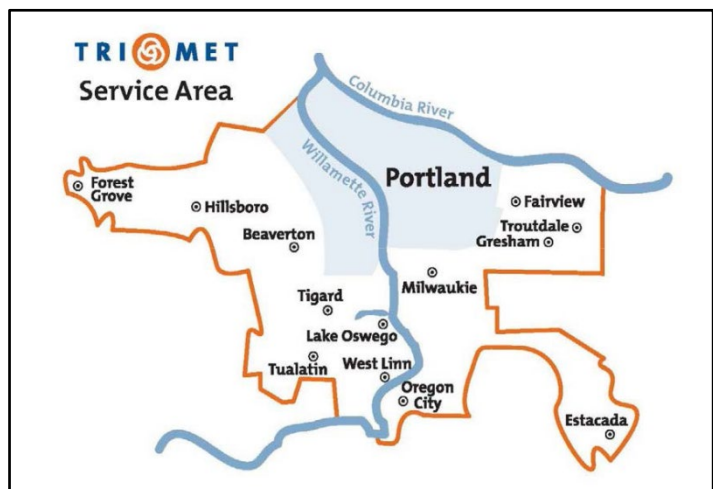
### BUDGET HIGHLIGHTS

- The budget decreased 9.3% from \$1.93 billion to \$1.75 billion, with increased investments in materials and services offset by decreased ending balance amounts due to federal dollars for pandemic relief being spent down. Capital outlay expenses are also reduced from last year's budget.
- The Approved Budget includes the first full year of the adopted fare increase of \$0.30 for adult fares and \$0.15 in honored citizen and student fare rates.
- This budget includes a reorganization impacting the Office of the General Manager Division and the formulation of two new divisions; Inclusion, Diversity, Equity & Accessibility and Strategy & Planning Divisions. The budget also adds new employees to increase community engagement, security, maintenance, financial services and talent management, and project development and support.
- The approved budget includes significant investment in safety and security for riders and employees.
- TriMet budgets \$200.6 million for various Capital Improvement Program expenditures, including:
  - \$7.0 million for design and permitting for a high frequency bus line along 82<sup>nd</sup> Avenue. This will be the next high frequency bus line for the district.
  - \$14.2 million to complete the extension of the MAX Red Line to the Fair Complex/Hillsboro Airport station.
  - \$15.7 million to design and develop a fourth bus maintenance facility at the Columbia Bus Base to support future service expansion and alternate fuels.
  - \$6.3 million to create transit-oriented development in the Hollywood District. Much of the budget supports substation replacement.
  - \$14.7 million for purchase of new Type 6 light rail vehicles to be delivered through 2024-2025.
  - \$12.1 million to finish development around the Portland-Milwaukie Light Rail (MAX Orange Line), adding two floors to the Park Avenue Park & Ride facility.
  - \$21.3 million to purchase 24 electric buses to replace the diesel fleet.

### INTRODUCTION & BACKGROUND

The Tri-County Metropolitan Transportation District (TriMet) boundary covers about 533 square miles of the urban portions of Multnomah, Clackamas and Washington counties. TriMet serves a population of 1.55 million.

A seven-member board governs TriMet without compensation. The Board of Directors is appointed by the governor and subject to confirmation by the State Senate. They represent a geographical district where they must reside.



The primary TriMet revenue sources are employer payroll taxes, passenger revenues, and federal grants. Other permitted financing sources not presently used include business license fees and a 1% maximum income tax. TriMet does not have a permanent tax rate and the district does not levy a property tax.

TriMet provides mass transit: bus, light rail, and LIFT door-to-door services. TriMet also operates the City of Portland's Streetcar.

<b>TriMet</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
Assessed Value in Billions	\$182.941	\$191.102	\$199.803	\$212.035
Real Market Value (M-5) in Billions	\$348.488	\$371.337	\$427.345	\$440.269
Number of Employees (FTE's)	3,188	2,996	3,430	3,545
Ridership:				
Bus Boardings	46,729,260	24,974,900	30,758,660	35,495,212
LIFT Boardings	722,568	268,155	437,916	539,530
Light Rail Boardings	30,780,230	14,798,155	18,647,585	21,899,720
WES Commuter	<u>272,455</u>	<u>84,345</u>	<u>103,177</u>	<u>117,926</u>
Total Boardings	78,504,513	40,125,645	49,947,338	58,052,388
Average Weekday Ridership	248,473	121,694	152,740	177,935

## **BUDGET OVERVIEW**

TriMet's 2024-25 Approved Budget is driven by its Vision 2030 plan to achieve 120 million boardings per year by 2030. The agency plans to accomplish this by focusing on five pillars: ridership, community, people, infrastructure, and resources. Priorities included in this budget are to enhance customer and employee safety, develop a long-term carbon reduction strategy that includes zero-emissions for district facilities and fleet, implement bus and rail fleet replacement and expansion, and increase speed and capacity in key transit corridors.

The 2024-25 budget includes the first full year revenues for the rate increase - \$0.30 and \$0.15 rate increases for adults and honored citizens/students, respectively - implemented in January 2024. Current ridership rates are \$2.80 for adults and \$1.40 for honored citizens and students. Passenger revenues increase 10.7% in this budget.

The \$1.7 billion budget includes \$848.7 million in day-to-day operating requirements and \$200.6 million for capital projects. TriMet has set aside \$36.3 million in contingency and plans for \$641.9 million in fund balance to carry into FY26. The budget includes investment in safety and security for riders and employees, restoration of transit services, continued capital investment, and continued electrification of the district's infrastructure and fleet.

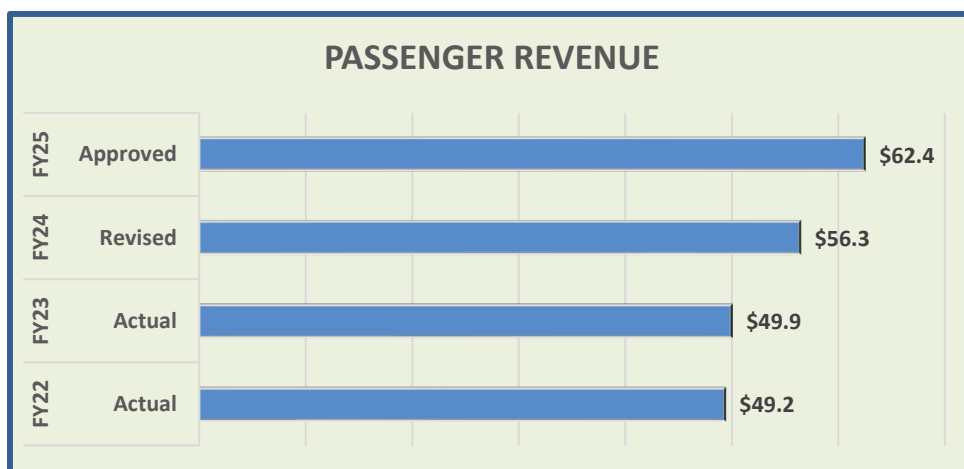
With the onset of COVID-19, TriMet experienced a sudden and prolonged drop in ridership due to various stay-at-home and social distancing requirements. The district cut services in March 2020 and partially restored bus services in September 2021. Service was reduced again in January 2022 and in September 2022 due to a shortage of operators for both buses and trains. FY24 saw the largest increase in bus service

hours since 2019, however, service hours for all transit services are still down compared to pre-pandemic levels. TriMet has enough operators to maintain its existing service levels through focused hiring efforts, increased starting wage, and referral bonuses; however, recruiting and retaining operators and mechanics will remain a focus area in FY25. This budget includes funding to restore service as part of its Forward Together Plan. Plan implementation includes: extension of the MAX Red Line to the Fair Complex/Hillsboro station, 4 new frequent service lines, new bus lines to East Portland, Sellwood, and West Linn, new service to PCC Sylvania, and extended service along Glisan and on I-205 between Tualatin and Oregon City.

## RESOURCES

Nearly all of TriMet’s operating resources are from payroll taxes, passenger revenues, and federal/state grant funding. As in years past, payroll taxes comprise the largest source of revenue for TriMet. Payroll tax is 58.2% of total operating revenue in the FY25 budget and increases 4.8% in this budget. The increase reflects the annual increase of one-tenth of one percent for service investments and expansion that started in 2016 and will continue through January 1, 2025. This additional amount was authorized by the Oregon legislature in 2003 and again in 2009. TriMet has authorized the ten-year increase two times: once for the period from January 1, 2005 to January 1, 2014, and again for the period starting January 1, 2016 and ending January 1, 2025. The approved budget does not indicate whether the increase will be approved in the future but an increase will likely be discussed as part of FY26 budget development.

Passenger revenues increase by \$6.1 million from the FY24 budget. The district forecasts revenue based on ridership activity. Ridership is expected to grow at 5% per year. TriMet expects it will take several years for passenger revenue to return to pre-pandemic levels. The



district notes the continuation of fare infrastructure improvements, low-income fare programs, and on-time, faster performance will have positive effects on returning ridership and passenger revenues. The district is also investing heavily in safety and security with a goal of increasing ridership.

Federal grants decrease from FY24 adopted budget levels. The American Rescue Plan (ARP) contributed \$289.1 million to TriMet in 2022 as a one-time-only resource to prevent, prepare for and respond to COVID-19. These dollars can be drawn on for the specified purpose through FY26. This additional funding has allowed TriMet to forestall larger service cuts and maintain existing operating staff, avoiding layoffs due to loss of ridership. The district continues to spend down one-time America Rescue Plan Act and CARES dollars in FY24.

## REQUIREMENTS

### TRIMET REQUIREMENTS BY OBJECT

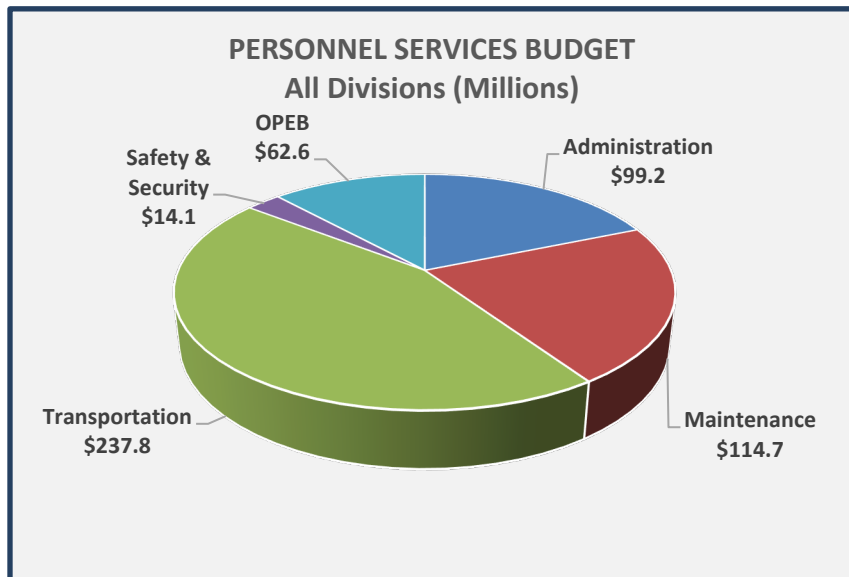
	2021 - 2022	2022 - 2023	2023 - 2024	2024 - 2025	%
	Actual	Actual	Revised	Approved	Change
Personnel Services	367,170,472	439,409,828	528,661,986	528,459,273	0.0%
Materials & Services	182,505,271	211,646,288	252,001,800	276,103,700	9.6%
Capital Outlay	251,123,521	195,335,826	328,316,978	200,580,032	-38.9%
Debt Service	290,024,032	62,497,737	65,611,863	65,564,560	-0.1%
Contingencies	0	0	24,760,753	36,317,386	46.7%
Ending Fund Balance	1,026,675,626	949,270,837	728,269,678	641,892,841	-11.9%
<b>TOTAL</b>	<b>2,117,498,922</b>	<b>1,858,160,516</b>	<b>1,927,623,058</b>	<b>1,748,917,792</b>	<b>-9.3%</b>

### Contingency & Fund Balance

The district has set aside \$526.6 million of operating expenses in unrestricted ending fund balance; an additional \$36.3 million has been set aside in contingency for unanticipated needs during the year. Budgeted ending balance is reduced by nearly 12% as federal dollars received during the pandemic continue to be spent down. TriMet policy is to maintain a contingency amount of at least 3% of expenditures and is adjusted for known risks. The FY25 contingency of \$36.3 million is 4.5% of operating expenditures.

### Personnel Services

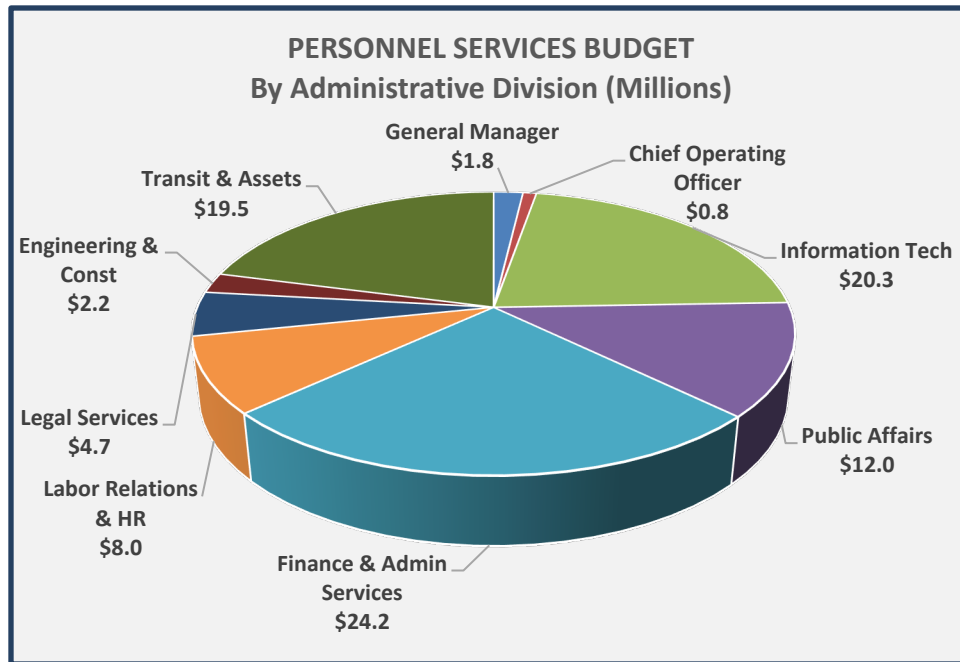
Personnel service costs decrease just over \$200,000 from the FY24 budget. In FY24, the amount budgeted for post-employment benefits is \$87.6 million; in FY25 it is \$62.9 million. The majority of this reduction is in the budget for TriMet’s defined benefit OPEB plan which provides health care and life insurance benefits for retired employees. If this amount is removed from personnel services, costs actually increase \$24.5 million or 5.5%.



This budget adds 43.80 FTE, an increase of 1.2%. The changes are

attributed to a reorganization impacting the Office of the General Manager Division and the formulation of two new divisions; Inclusion, Diversity, Equity & Accessibility and Strategy & Planning Divisions as well as new employees to increase community engagement, security, maintenance, financial services and talent management, and project development and support (such as Interstate Bridge).

The following two graphs show the distribution of the personnel dollars by division and the Administrative Service expenditures separated by function.



<b>OPERATING PROGRAM EMPLOYEES</b>				
	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>	<b>2024-25</b>
	<b>Actual</b>	<b>Actual</b>	<b>Adopted</b>	<b>Approved</b>
<b>Non-Union Employees</b>				
Full -Time Employees	499.00	563.00	656.00	699.00
Limited Term Full-Time Employees	33.00	32.00	53.00	51.00
Part-Time Employees	0.80	0.80	0.80	0.80
Limited Term Part-Time Employees	0.75	0.00	0.00	0.00
<b>Total Non-Union Employees</b>	<b>533.55</b>	<b>595.80</b>	<b>709.80</b>	<b>750.80</b>
<b>Union Employees</b>				
Full-Time Employees	2,124.00	2,317.00	2,585.00	2,587.00
Limited Term Full-Time Employees	98.00	26.00	10.00	11.00
Part-Time Employees	240.50	220.00	240.00	239.80
<b>Total Union Employees</b>	<b>2,462.50</b>	<b>2,563.00</b>	<b>2,835.00</b>	<b>2,837.80</b>
<b>Total Operating Employees</b>	<b>2,996.05</b>	<b>3,158.80</b>	<b>3,544.80</b>	<b>3,588.60</b>

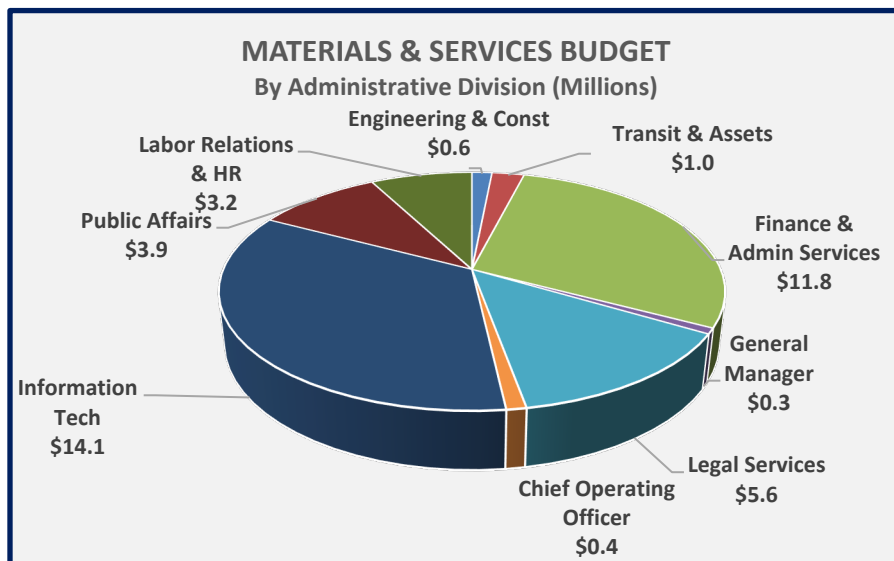
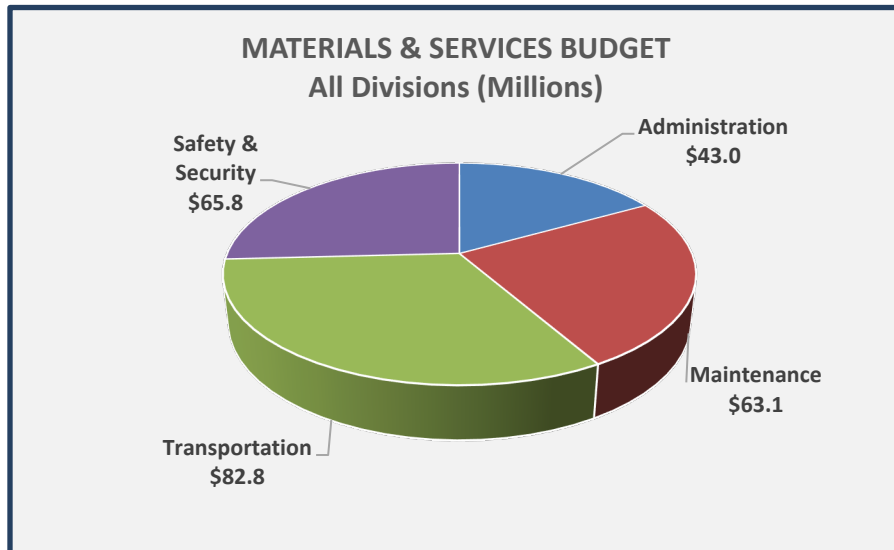
Non-union positions are budgeted with a 5.0% merit increase. TriMet and Amalgamated Transit Union Local 757 agreed on a three-year labor contract in April 2021. The current labor agreement covers three years, from December 2019 through November 2022, but was extended through November 30, 2024. The extension included a 4.0% wage increase effective December 1, 2023. Negotiations on a new labor agreement are underway.

Retiree benefits have historically been a challenge for TriMet. However, in FY15, the agency adopted a policy to contribute \$30 million annually to eliminate the pension system's unfunded actuarial liability (UAAL) in 15 years. Since then, each year \$25 million went to the union portion of the UAAL and \$5 million to the non-union program. Due to this aggressive funding, both union and non-union pensions achieved fully funded status, defined as 93% or greater, in FY22; unfortunately, the volatility of the market

affected the fully-funded status. The audited financial statements for FY23 show the union plan is 78.0% funded and the non-union plan is 86.6% funded. TriMet anticipates fully funding the pensions in FY25.

For the first time, there is \$1.2 million budgeted in FY25 for Oregon Paid Leave. This amount includes \$863,564 for union and \$337,099 for non-union employees.

**Materials and Services (M&S)<sup>1</sup>**



**Office of the General Manager Division**

The Office of the General Manager Division is responsible for the strategic direction of the district, compliance with Title VI and Civil Rights programs, and performance of internal audits. The Inclusion, Diversity, Equity & Accessibility (IDEA) Department was moved to the Office of the General Manager division in FY24, but has been separated out as its own division in this budget. Materials and services decrease by over \$1.1 million in FY25 reflecting this change.

<sup>1</sup> When considering information for the Materials and Services, the Pass-Through payments are not included in this section, even though they are added into the Materials & Services line item on the summary spreadsheet.

Chief Operating Officer Division

The Chief Operating Officer Division continues to reorganize within this budget, moving the Service Planning & Delivery department into other departments in the Transportation and Strategy & Planning divisions. This change leaves only the Office of the Chief Operating Officer department in this division. The division is responsible for directing the overall strategy and management of the Transportation, Maintenance, Safety & Security, and Transit System & Asset Support divisions.

Maintenance Division

The Bus Maintenance Department budgeted nearly \$33.0 million for materials and services, resulting in a decrease of nearly \$2.0 million from current fiscal year estimated expenses. Diesel fuel accounts for the decrease with a 13.1% decrease to \$19.7 million. This decrease reflects both price of fuel and the continued electrification of the bus fleet.

Transportation Division

The Transportation Division has also reorganized in this budget. The Service Delivery Department was dissolved into the Chief Operating Officer and Transportation divisions in FY24 but has moved wholly back into the Transportation Division in this budget.

The Accessible Transportation Programs Department M&S budget increased by just over \$13.0 million, primarily due to paratransit service being performed under operations and maintenance contracts. The contracts are with Transdev North America and Penske. Transdev North America carries contracts with Uzurv, Broadway Cab, and Big Star Transit for overflow transportation services. The arrangements for this paratransit increase from \$27.4 million to a combined \$41.6 million in FY25.

Commuter Rail Department expenditures are attributed to the WES (westside express service), including training the workforce; maintenance of track, signals and crossings; data communication services; and on-time performance incentives. The most expensive line item under materials and service expenditures for this department is \$2.9 million for train operations.

Operation of the Portland Streetcar is a City of Portland and TriMet partnership activity. The service is provided under an intergovernmental agreement with Portland. TriMet is responsible for operations and maintenance personnel, who are TriMet employees and are paid and receive benefits from the district. The employees, however, are under the operational supervision of Portland Streetcar Supervisors. Materials and services for the Portland Streetcar are \$8.3 million in this budget.

Information Technology Division

The Information Technology Administration Department is responsible for providing administrative support for all the functions in the Information Technology Division. The software license fees for the agency are budgeted in this department at \$12.7 million and make up the majority of costs.

Finance & Administrative Services Division

The Finance & Administrative Services Division is responsible for agency financial activities, managing fare collections, and financial planning. Materials and services are budgeted at \$11.8 million in FY25, primarily for insurance and banking fees.

Labor Relations & Human Resources Division

The Labor Relations & Human Resources Division recruits and retains employees through ensuring competitive benefits, providing employee engagement, administering the collective bargaining agreements and managing the district's pay, recognition and performance programs. Materials and services are budgeted at \$3.2 million in FY25.

#### Legal Services Division

The Real Estate & Transit Oriented Development Department provides real estate services to TriMet, including property acquisition and development. Office lease fees for the agency are budgeted in this department at nearly \$5.0 million from \$1.0 million in FY24 and make up the majority of costs.

#### Safety and Security Division

The Security & Emergency Management Department will utilize most of the division's M&S expenditures. Contracted and other security services including Transit Police, Security Services and the Deputy DA contract are budgeted at \$58.4 million. Of this amount, contracts for transit police decrease by nearly \$2.5 million while security services and the Deputy DA contracts increase by \$12.6 million. Conducting high-visibility patrols and security staff spending 75% of their shift time on the system is a continued priority in FY25.

#### Transit System & Asset Support Division

The Transit System & Asset Support Division was a new Division in FY24. It is comprised of Administration, Transit System Support Services, Transit Training & Development, and Transit Asset & Maintenance Support. In total, the M&S budget for this division is just over \$1.0 million primarily for professional and technical services.

#### Engineering & Construction Division

The Engineering and Construction Division provides design and construction management for the light rail system and coordinates with regional partners to expand the transit system and improve transit speed, reliability, and service. M&S expenses are \$0.6 million in FY25 and are consistent with FY24 expenditures.

#### Public Affairs Division

The goals of this division include building ridership, building and strengthening relationships with communities, effective communication of agency goals, and ongoing intergovernmental relations. Public Affairs efforts were emphasized in the FY24 budget but have decreased in FY25. The budget for Special Events in the Communication & Marketing Department decreased from \$1.5 million to \$0.1 million in this budget reflecting most of the division's M&S change in FY25.

#### Inclusion, Diversity, Equity & Accessibility (IDEA) Division

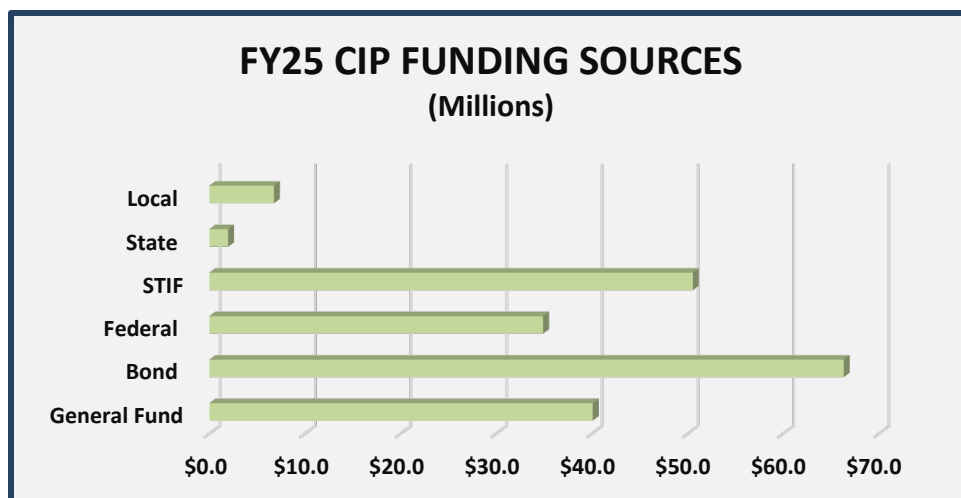
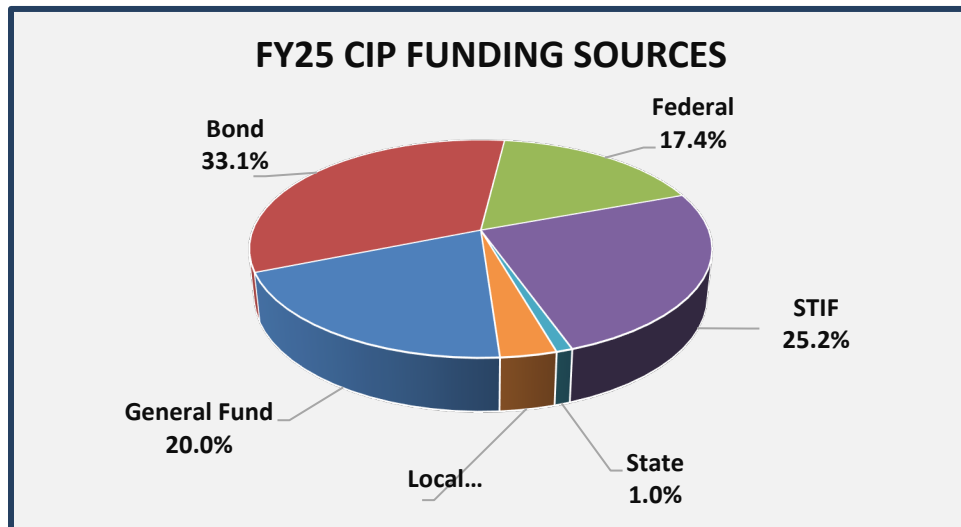
The Inclusion, Diversity, Equity & Accessibility Division is established as a separate division in this budget; previously, functions of the IDEA department were budgeted in the Office of the General Manager Division. This new division is responsible for TriMet's Title VI and Civil Rights Program, equity programs and implementation of the Fare Subsidy program. The IDEA Division consists of one similarly named department with \$0.7 million budgeted for M&S.

#### Strategy & Planning Division

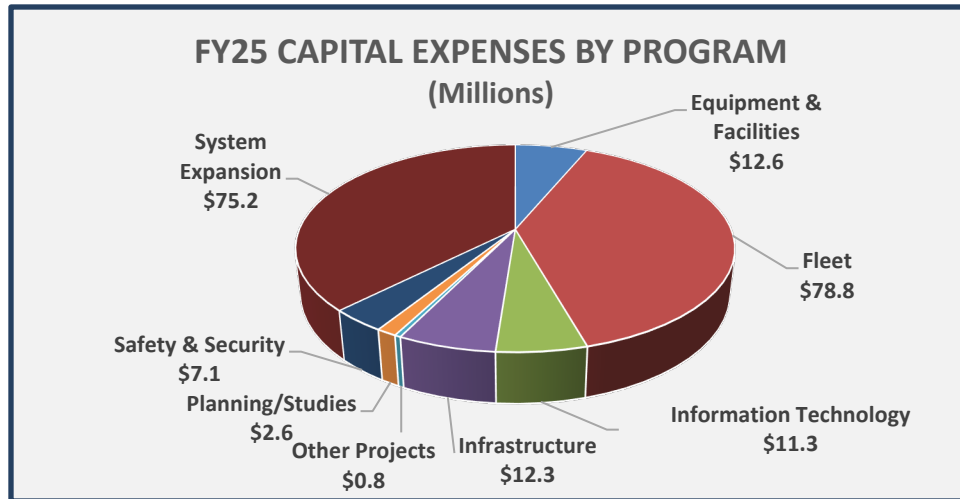
The Strategy & Planning Division is also established as a separate division in FY25. Priorities for this division include identifying and implementing agency-wide strategies, and planning all bus and rail service functions including stop location and facilities. This division is responsible for development of the annual Business Plan that guides the district's operations and growth. There is a total of \$1.2 million budgeted for M&S among the two departments in the division. Most of this amount is for professional services.



**Capital Improvement Projects**



FY25 capital improvement projects (CIP) include \$200.6 million from a mix of contributions. The General Fund contributions consist predominantly of payroll taxes and passenger fares. Bond proceeds, which contribute \$66.3 million for capital improvements, are from bond issuances in 2019, 2021, and 2022. The majority of federal funding is attributable to the Red Line Extension & Reliability project, electric bus purchases, and the Portland-Milwaukie Light Rail project. STIF funding (State Transportation Improvement Funds), which comes in a state grant, funds 15 projects in the FY25 budget. State and local funding fully or partially fund nine projects.



**Significant Capital Investments for FY25 are:**

CAPITAL PROJECT	DESCRIPTION	FY25 BUDGET
<b>System Expansion and Enhancement</b>		
82nd Avenue Transit Improvements	Design and permitting for high frequency bus line along 82nd Avenue.	\$7.0 Million
A Better Red Project	Complete the expansion and improvement project on the MAX Red Line, extending the line to the Fair Complex/Hillsboro Airport Station.	\$14.2 Million
Portland-Milwaukie Light Rail	Complete improvements for the MAX Orange Line, including adding two floors to the Park Avenue Park & Ride facility.	\$12.1 Million
Hollywood Transit Center Development & Substation Replacement	Create transit-oriented development with local partners in the Hollywood District of Portland. Much of the budget supports substation replacement.	\$6.3 Million
Columbia Bus Base	Design and develop a fourth bus maintenance facility that supports future service expansion and alternative fuels.	\$15.7 Million
<b>Vehicle Purchases</b>		
Light Rail Vehicles	Construct Type 6 light rail vehicles(LRV) to replace the original Type 1 LRVs purchased in the early 1980's. New vehicles will be delivered through 2024-2025.	\$14.7 Million
Electric Buses	Purchase 24 electric buses to replace the diesel fleet; the process began in FY24.	\$21.3 Million
<b>State of Good Repair Projects</b>		
Light Rail Infrastructure	Construction improvements to light rail infrastructure including track replacement, station upgrades, and substation replacements.	\$13.7 Million
IT Infrastructure	Replace equipment to maintain the IT infrastructure including mobile routers, servers, communications towers, desktop computers, and fiber lines.	\$4.0 Million
Fare Infrastructure	Two projects focusing on improvements to fare infrastructure including farebox and ticket vending machine replacements.	\$10.7 Million
<b>Other Capital Projects</b>		
Safety Enhancements	Eight projects focused on improving safety and security for bus and rail facilities, including infrastructure improvements impacting vehicles and passengers.	\$6.7 Million

The FY24 Revised Budget included \$328.3 million for the capital improvement program. It is estimated the actual amount spent for FY24 will be \$246.3 million, or 75.0% of the total budget. This amount is consistent with historical completion rates of over 70%. The FY25 approved budget includes \$200.6 million for capital projects. It should be expected that at least \$140.4 will be spent given past completion rates.

**Ongoing Operational Impacts**

Several CIP projects expand TriMet's infrastructure to provide additional services or support for additional services. Completion of the expansions will result in ongoing operational and maintenance (O&M) expenses.

The following table from TriMet's Approved Budget shows the agency's estimates of the impact on operations the 2025 Capital Improvement Projects will have. You can find the original table on p. 289 of TriMet's Approved Budget document: [FY2025 TriMet Approved Budget](#)

FY2025 CIP Impacts on Operations						
Div	PN	Project Name	Impact on Operating Costs	Is the Impact One-Time Only or Continuous?	Estimated FY2025 impact	Notes
SS	1130	Vehicle Borne CCTV	Increases FY2026+ Operational Cost	Continuous	\$850k	Software maintenance costs; offset by op efficiencies
EC	1146	Division Transit Project	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Additional facility maintenance costs
LS	1147	ECM Implementation Project	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Software maintenance cost increase
EC	1161	PMIS Replacement	Increases FY2026+ Operational Cost	Continuous	\$100k	Software maintenance costs; offset by op efficiencies
IT	1174	NextGen Transit Signal Priority	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Software licensing cost increase
FA	1175	Fixed Route Farebox Replacement	Increases FY2026+ Operational Cost	Continuous	\$180k	Maintenance Costs
IT	1180	Regional Mobility Planner	Increases FY2026+ Operational Cost	Continuous	\$260k	Maintenance Costs
SS	1182	Security Software	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Software maintenance cost increase
IT	1184	Bus CCTV upgrade	Increases FY2026+ Operational Cost	Continuous	\$120k	Software maintenance cost increase
IT	1186	LRV CAD-AVL	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Software maintenance cost increase
EC	2045	MAX Station Optimization	Reduces FY2026+ Operational Cost	Continuous	\$80k	Reduced facility maintenance
EC	2048	Garage, Layover, & TC Expansion	Increases FY2026+ Operational Cost	Continuous	\$10-50k	Additional facility maintenance costs
EC	3651	Portland-Milwaukie Light Rail	Increases FY2026+ Operational Cost	Continuous	\$10-50k	Park & Ride additional maintenance
TR	4079	ATP Technology Grant	Increases FY2026+ Operational Cost	Continuous	\$75k	Software maintenance cost increase
SS	4548	Master Key Schema, Development, & Implementation	Reduces FY2026+ Operational Cost	Continuous	\$10-50k	Reduced labor cost for key management
EC	4638	Red Line Extension & Reliability Improvements	Increases FY2029+ Operational Cost	Continuous	\$1.6M	New service cost, net of fares
MT	6035	NRV EV Charging Infrastructure	Reduces FY2026+ Operational Cost	Continuous	\$250k	Savings from electric charging vs. fuel
EC	7219	82nd Avenue Transit Improvements	Increases FY2029+ Operational Cost	Continuous	\$9.4M	Increased operational costs for FX line
MT	7504	Rail Equipment Maint. Equipment Acquisition	Increases FY2026+ Operational Cost	Continuous	\$10K-\$50K	Increased maintenance and replacement costs
EC	7591	Columbia Bus Base	Reduces FY2026-2029 Operational Cost	Temporary	\$360k	Reduced facility maintenance and utility cost
LS	7595	Hollywood TC TOD & Substation Replacement	Reduces FY2026+ Operational Cost	Continuous	\$10K-\$50K	Reduced facility maintenance

**DEBT STATUS**

TriMet utilizes two forms of bonds: payroll tax bonds and capital grant receipt bonds. Both types fund the acquisition or construction of major capital assets with a useful life greater than one year.

Payroll tax bonds are payable from revenues that include employer payroll taxes, self-employed taxes and State of Oregon in lieu payroll taxes. The current tax rate is 0.8137% of applicable wages.

Capital grant receipt bonds are payable from specified grant receipts: Section 5307 Urbanized Area Formula federal grants, Surface Transportation Block federal grants, and Congestion Mitigation & Air Quality federal grants.

<b>OUTSTANDING DEBT</b>	
Payroll Tax Bonds	\$801,675,000
Capital Grant Receipt Bonds	\$162,810,000
<b>Projected Balance 6/30/2025</b>	<b>\$964,485,000</b>

Payroll tax revenue bonds meet TriMet's Debt Management policy of less than 7.5% of continuing revenues.

<b>FY25 DEBT MANAGEMENT POLICY CALCULATION</b>	
<b>Debt Service</b>	
Senior Lien Tax Revenue Bonds (aka Payroll Bonds)	44,122,000
<b>Total Debt Service</b>	<b>44,122,000</b>
<b>Continuing Revenue</b>	
Operating Revenue	83,178,100
Tax Revenue	540,430,300
Other Revenue	193,832,800
<b>Net Continuing Revenue</b>	<b>817,441,200</b>
<b>Senior Lien Tax Revenue Bonds Debt Service as Percent of Operating Revenue</b>	<b>5.4%</b>

The district issued \$200 million in bonds in FY22 to be used for the Red Line Project, Light Rail Vehicles, Powell Project and other major development projects that qualify for bond funding. TriMet does not anticipate issuing bonds in this budget year.

TriMet continues to maintain a triple-A bond rating.

## BUDGET PROCESS & COMPLIANCE

Yes	No	Compliance Issue
X		Did the district meet publication requirements?
X		Do resources equal requirements in every fund?
n/a		Does the G.O. Debt Service Fund show only principal and interest payments?
X		Are contingencies shown only in operating funds?
X		Did the budget committee approve the budget?
n/a		Did the budget committee set the levy?
X		Does the audit show the district was in compliance with budget law?

## LOCAL BUDGET LAW COMPLIANCE

The Fiscal Year 2024-25 Budget is in substantial compliance with local budget law. Estimates are judged to be reasonable for the purpose shown.

The audit report for the fiscal year ending 6-30-2023 does not note any budget law violations.

## CERTIFICATION LETTER RECOMMENDATIONS & OBJECTIONS

TSCC staff did not find any deficiencies in the district's Fiscal Year 2024-25 Approved Budget or budget process and suggest the Certification Letter contain no recommendations or objections.

<b>TriMet</b>					
<b>Budget Summary</b>					
	<b>2021 - 2022</b>	<b>2022 - 2023</b>	<b>2023 - 2024</b>	<b>2024 - 2025</b>	<b>%</b>
<b>SUMMARY OF ALL FUNDS</b>	<b>Actual</b>	<b>Actual</b>	<b>Revised</b>	<b>Approved</b>	<b>Change</b>
<b>PROPERTY TAX BREAKDOWN:</b>					
<b>TOTAL PROPERTY TAX</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0%</b>
<b>RESOURCES:</b>					
Beginning Fund Balance	726,496,717	1,026,675,626	971,671,044	819,577,157	-15.7%
Other Taxes	463,534,200	485,182,225	515,827,000	540,430,300	4.8%
Intergovernmental Revenue	424,969,101	230,073,273	341,845,914	281,350,035	-17.7%
Fees and Charges	66,339,091	69,923,131	76,565,500	83,178,100	8.6%
Other Income	6,635,572	46,306,261	21,713,600	24,382,200	12.3%
Debt Proceeds	429,524,241	0	0	0	0.0%
<b>TOTAL RESOURCES</b>	<b>2,117,498,922</b>	<b>1,858,160,516</b>	<b>1,927,623,058</b>	<b>1,748,917,792</b>	<b>-9.3%</b>
<b>REQUIREMENTS BY FUNCTION:</b>					
Enterprises and Community Services	646,950,742	623,191,803	801,845,775	701,761,620	-12.5%
Administrative Services	128,909,908	206,902,343	286,217,789	281,936,585	-1.5%
Debt Service	290,024,032	62,497,737	65,611,863	65,564,560	-0.1%
Pass Throughs	24,938,614	16,297,796	20,917,200	21,444,800	2.5%
Contingencies	0	0	24,760,753	36,317,386	46.7%
Ending Fund Balance	1,026,675,626	949,270,837	728,269,678	641,892,841	-11.9%
<b>TOTAL REQUIREMENTS BY FUNCTION</b>	<b>2,117,498,922</b>	<b>1,858,160,516</b>	<b>1,927,623,058</b>	<b>1,748,917,792</b>	<b>-9.3%</b>
<b>REQUIREMENTS BY OBJECT:</b>					
Personnel Services	367,170,472	439,409,828	528,661,986	528,459,273	0.0%
Materials & Services	182,505,271	211,646,288	252,001,800	276,103,700	9.6%
Capital Outlay	251,123,521	195,335,826	328,316,978	200,580,032	-38.9%
Debt Service	290,024,032	62,497,737	65,611,863	65,564,560	-0.1%
Contingencies	0	0	24,760,753	36,317,386	46.7%
Ending Fund Balance	1,026,675,626	949,270,837	728,269,678	641,892,841	-11.9%
<b>TOTAL REQUIREMENTS BY OBJECT</b>	<b>2,117,498,922</b>	<b>1,858,160,516</b>	<b>1,927,623,058</b>	<b>1,748,917,792</b>	<b>-9.3%</b>

TriMet has only one fund~ the General Fund