

Langton, Alison

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**From:** Langton, Alison  
**Sent:** Tuesday, March 23, 2021 12:24 PM  
**To:** 'jeathena@gmail.com'  
**Cc:** Young-Oliver, Nancy  
**Subject:** FW: Comment about budget

Thank you for taking the time to respond to our FY2022 Proposed Program of Projects posted on TriMet.org last week.

Below in green (for ease of viewing) are responses to your questions.

Alison Langton, Program Manager, Budget Administration

**TRI MET**

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**From:** Jeannine DeFeyerter <[jeathena@gmail.com](mailto:jeathena@gmail.com)>  
**Sent:** Saturday, March 20, 2021 7:32 PM  
**To:** federalfunding <[federalfunding@TriMet.org](mailto:federalfunding@TriMet.org)>  
**Subject:** Comment about budget

Not sure if this is the appropriate email for my questions about your budget?  
I may not be available to attend online meetings because of work hours.

This budget is ridiculously large. Where is the money coming from? Approximately 93% of TriMet's revenues come from three sources; payroll tax revenues, passenger revenues and federal funds [includes federal stimulus].

How is this going to financially affect taxpayers? Business owners? Property taxes? The Oregon legislature in 2003 and 2009 authorized TriMet to increase the payroll tax rate one-tenth of one percent over ten years. The first payroll tax increase authorized by the TriMet Board of Directors began January 1, 2005 and ended January 1, 2014 and continues to pay for the service including numerous bus frequent service upgrades, the MAX Green Line, Wilsonville to Beaverton Commuter Rail (WES), MAX Orange Line, and the associated cost of those operations. The Board of Directors initiated the second payroll tax increase of one-tenth of one percent over ten years starting January 1, 2016 and will continue the annual increase through January 1, 2025. The revenues from this tax rate increase will help pay for additional service such as the Division Transit Project (high capacity bus transit project), Better Red Project (expand service on the existing MAX Red Line to the Fair Complex station in Hillsboro) and other new service-related projects identified in TriMet's Service Enhancement Plans and the Capital Improvement Plan (CIP). There are no property taxes levied by TriMet in the FY2022 Budget.

Is this for a new max line? Or just general maintenance? The majority of the budget is for operating the system (bus, MAX, LIFT paratransit, WES) and maintenance on the system and vehicles. As a result of the local election ballot measure 26-218 failure in November 2020 the Southwest Corridor Light Rail project has been defunded. There are no funds in the FY2022 Budget for a new MAX line. A large portion of the capital funds in the FY2022 Budget are to expand service on the existing MAX Red Line to the Fair Complex station in Hillsboro (the Better Red Project), complete construction on the Division Transit Project (high capacity bus transit project), and complete renovation of the Powell Bus Garage. The Powell Garage Improvements project began in September 2018 to reconfigure the site to improve bus and employee circulation

- and safety at its access points; replace the aging buildings with modern, right-sized facilities; and accommodate more buses, including the larger, articulated buses coming for the Division Transit Project and the room and infrastructure to charge electric buses we will procure in the future.

thank you