

Oregon Department of Transportation

Response to Questions from Joint Committee on Ways and Means,  
Subcommittee on Transportation and Economic Development  
March 25, 2015

***Provide subsidy information as it relates to bus or transit service***

For purposes of this discussion, a transportation subsidy is defined as the revenue in a modal program that has been transferred from fees and taxes generated outside that particular transportation mode. In the calculations below the subsidy is expressed as a percentage of total gross revenue. Below are a few examples of local mass transit providers and subsidy estimates based on their published financial data.

*TriMet:* FY2015 general fund budgeted passenger revenue equals \$119,441,395 and Total Revenue equals \$531,126,842, including but not limited to payroll taxes, federal funds and state funds. Passenger revenue represents 22% of the total revenue and the remaining funds represent a subsidy of 78%.

*Cherriots:* FY2015 general fund budgeted passenger fares equal \$2,585,640 and total revenue equals \$22,585,640, including but not limited to federal revenues, property taxes, and state funds. Using this data passenger fares represent 12% of total revenue and the subsidy is 88%.

*Lane Transit District:* FY 2015 general fund budgeted passenger fares equal \$7,123,700 and total revenue equals \$44,228,300, including but not limited to payroll taxes, federal funds and state funds. Passenger revenue represents 16% of the total revenue and the remaining funds represent a subsidy of 84%.