



Tri-County Metropolitan Transportation District of Oregon
 Historical Payroll Tax, Self-Employment and State In Lieu Tax Revenues
 (\$000s)

Fiscal Year	Payroll Tax	Percent Change	Self-Employment	Percent Change	State-In-Lieu	Percent Change	Total Specified Tax Revenues	Percent Change	Notes
1990	\$ 60,453	0.0%	\$ 4,636	0.0%	\$ 1,699	0.0%	\$ 65,089	0.0%	
1991	66,181	9.5%	4,867	5.0%	1,923	13.2%	71,048	9.2%	1
1992	69,780	5.4%	5,001	2.8%	2,068	7.5%	74,781	5.3%	1
1993	76,438	9.5%	5,282	5.6%	2,227	7.7%	81,720	9.3%	1
1994	81,948	7.2%	5,354	1.4%	2,233	0.3%	87,302	6.8%	1
1995	90,006	9.8%	5,645	5.4%	2,343	4.9%	95,651	9.6%	
1996	100,477	11.6%	5,810	2.9%	1,784	-23.9%	106,287	11.1%	2
1997	113,734	13.2%	6,355	9.4%	1,390	-22.1%	120,089	13.0%	2
1998	122,866	8.0%	6,700	5.4%	1,407	1.2%	129,566	7.9%	3
1999	130,309	6.1%	6,434	-4.0%	1,471	4.5%	136,743	5.5%	
2000	138,289	6.1%	6,608	2.7%	1,683	14.4%	144,897	6.0%	
2001	151,578	9.6%	6,558	-0.8%	1,675	-0.5%	158,136	9.1%	
2002	146,228	-3.5%	7,289	11.1%	1,941	15.9%	153,517	-2.9%	3
2003	145,231	-0.7%	6,801	-6.7%	1,869	-3.7%	152,032	-1.0%	
2004	145,427	0.1%	7,269	6.9%	1,855	-0.7%	152,696	0.4%	
2005	157,277	8.1%	7,963	9.5%	1,971	6.3%	165,240	8.2%	3
2006	178,317	13.4%	11,004	38.2%	1,990	1.0%	189,321	14.6%	3
2007	191,073	7.2%	12,837	16.7%	2,260	13.6%	203,910	7.7%	3
2008	201,163	5.3%	10,868	-15.3%	2,255	-0.2%	212,031	4.0%	3
2009	198,864	-1.1%	7,743	-28.8%	2,482	10.1%	206,607	-2.6%	3
2010	194,241	-2.3%	10,165	31.3%	2,676	7.8%	207,082	0.2%	3,4
2011	211,280	8.8%	10,919	7.4%	2,659	-0.6%	224,858	8.6%	3,4
2012	232,756	10.2%	12,451	14.0%	2,872	8.0%	248,079	10.3%	3,4
2013	242,669	4.3%	13,138	5.5%	2,706	-5.8%	258,513	4.2%	3,4
2014	258,185	6.4%	13,594	3.5%	2,795	3.3%	274,574	6.2%	3,4
2015	273,308	5.9%	14,784	8.8%	3,202	14.6%	291,294	6.1%	4
2016	305,667	11.8%	16,358	10.6%	1,975	-38.3%	324,000	11.2%	4
2017	317,875	4.0%	16,285	-0.4%	1,971	-0.2%	336,131	3.7%	4, 5
2018	340,353	7.1%	16,627	2.1%	2,063	4.7%	359,043	6.8%	4, 5
2019	354,487	4.2%	16,255	-2.2%	2,009	-2.6%	372,751	3.8%	4, 5
2020	380,773	7.4%	14,864	-8.6%	2,717	35.2%	398,354	6.9%	4, 5
2021	395,169	3.8%	17,517	17.8%	2,843	4.6%	415,529	4.3%	4, 5
2022	440,797	11.5%	19,666	12.3%	3,071	8.0%	463,534	11.6%	4, 5
2023	462,775	5.0%	18,996	-3.4%	3,411	11.1%	485,182	4.7%	4, 5
<i>Projected:</i>									
2024	484,184	4.6%	19,565	3.0%	3,696	8.4%	507,445	4.6%	4, 5
2025	515,135	6.4%	21,071	7.7%	3,969	7.4%	540,175	6.4%	4, 5
2026	543,287	5.5%	21,211	0.7%	4,218	6.3%	568,716	5.3%	4, 5
2027	569,324	4.8%	22,031	3.9%	4,440	5.3%	595,795	4.8%	4, 5
2028	599,499	5.3%	22,869	3.8%	4,684	5.5%	627,052	5.2%	4, 5

Notes:

- Municipal payroll tax was phased in between July 1, 1990 and July 1, 1994.
- OHSU, which had been paying state-in-lieu taxes, became a local government employer in 1996, and began paying employer payroll tax.
- Tax rate changes are as follows: 1998, City of Sandy withdrawal +0.0019%; 2002, City of Canby withdrawal + 0.0023%; 2005 - 2012 +0.01% each; 2013, City of Boring withdrawal +0.001905% + 0.01%; 2014 +0.01%; No increase in rates is assumed after January 1, 2014.
- Total Specified Tax Revenue 2010 to 2021 includes State-In-Lieu. Totals before 2010 does not include State-In-Lieu as State-In-Lieu taxes were not included as Specified Tax Revenues in the Indenture until FY2010.
- TriMet payroll tax increases by 1/10th of a percentage point annually in starting in January 2016. The .0001 increase is effective for ten years and takes effect each January.



Tri-County Metropolitan Transportation District of Oregon

Coverage
(\$000s)

Fiscal Year	Total Specified Revenues	Scheduled Debt Service		Gross Coverage
		Payments for Outstanding Senior Lien Bonds		
2007	\$ 203,910	\$	13,648	14.9
2008	212,031		12,939	16.4
2009	206,607		12,925	16.0
2010	207,082		13,682	15.1
2011	224,858		16,403	13.7
2012	248,079		15,477	16.0
2013	258,513		14,059	18.4
2014	274,574		18,308	15.0
2015	291,294		17,777	16.4
2016	324,000		18,791	17.2
2017	336,131		24,434	13.8
2018	359,043		26,262	13.7
2019	372,751		33,378	11.2
2020	398,354		34,884	11.4
2021	415,529		38,552	10.8
2022	463,534		37,939	12.2
2023	485,182		40,979	11.8
<i>Projected:</i>				
2024	507,445		44,120	11.5
2025	540,175		44,122	12.2
2026	568,716		47,611	11.9
2027	595,795		47,610	12.5
2028	627,052		47,614	13.2