

## SUMMARY OF STRATEGIES

(All \$ in Millions)

		Toll Option 1	Toll Option 2	Toll Option 3	Toll Option 4	Toll Option 5
<b>OVERALL 5-YEAR FINANCIAL SHORTFALL</b>		<b>\$91</b>	<b>\$91</b>	<b>\$91</b>	<b>\$91</b>	<b>\$91</b>
<b><u>TO BE DECIDED (Possible Options)</u></b>						
<b>Toll Options</b>						
1.	<i>FasTrak</i>	Increase \$0.50 on July 1, 2008, \$0.50 on July 1, 2009, to <b>\$5.00</b>				
	<i>Cash Toll</i>	<b>\$79</b>				
2.	<i>FasTrak</i>	Increase \$0.75 on July 1, 2008, \$0.25 on July 1, 2009, to <b>\$5.00</b>				
	<i>Cash Toll</i>		<b>\$81</b>			
3.	<i>FasTrak</i>	Increase \$1.00 on January 1, 2009, to <b>\$5.00</b>				
	<i>Cash Toll</i>			<b>\$83</b>		
4.	<i>FasTrak</i>	Increase \$0.50 on January 1, 2009, \$0.50 on January 1, 2010, to <b>\$5.00</b>				
	<i>Cash Toll</i>				<b>\$78</b>	
5.	<i>FasTrak</i>	Increase \$1.00 on July 1, 2008, to <b>\$5.00</b>				
	<i>Cash Toll</i>					<b>\$92</b>
<b><u>UNDERWAY</u></b>						
A.	<b>Corporate Partnership Program</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
B.	<b>Property Leasing</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>
C.	<b>Annual Expense Savings Through Additional Efficiencies</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>
D.	<b>Transit Revenue from Increased Ridership</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>	<b>\$1</b>
E.	<b>Additional Revenues from Public Sources</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>
<b>TOTAL AVAILABLE TO ELIMINATE DEFICIT</b>		<b>\$89</b>	<b>\$91</b>	<b>\$93</b>	<b>\$88</b>	<b>\$98</b>