



Proposed Fiscal Year 2018-19 Comprehensive Business Plan

OCTA

Overview

- Purpose: To demonstrate the financial feasibility of OCTA's programs and services over a 20 year period.
- The plan is divided into six programs as follows:
 - Bus
 - Rail
 - Measure M2
 - 91 Express Lanes
 - Non - Program Specific Projects
 - Motorist Services

Bus Program

- Major Assumptions

- Maintain existing service levels
- Continued sales tax growth, which is a critical source to fund operations
- Continued Federal and State funding
- Fare revenue
 - Assumes ridership losses stabilize and grow slowly over time
 - Assumes an average fare increase of 25 percent every 10 years
- Continued growth in cost to operate paratransit service is contained
- Useful life of large bus fleet of 18 years
- Potential to add service

Bus Program

- Program Risks

- Voter approval of Proposition 6 (repeal of SB 1)
- Softening of sales tax growth
- Continued declines in bus ridership
- Continued growth in cost to operate paratransit service
- Unfunded mandates

Rail Program

- Major Assumptions
 - Maintain existing service levels
 - Continued growth of M2 sales tax, which is the long term funding source for Metrolink operations
 - Continued Federal and State funding
 - Moderate annual growth in the Metrolink operating subsidy
 - OCTA's portion of Metrolink's capital rehabilitation requirements can be fulfilled using primarily Federal capital funds

Rail Program

- Program Risks
 - Softening of sales tax growth
 - Unexpected growth in the operating subsidy provided to Metrolink
 - M2 funding exhausted in fiscal year 2041-42
 - Limited funding available for capital improvements outside of typical rehabilitation and refurbishment

Measure M2 Program

- Major Assumptions

- M2 Program sales tax of \$13.1 billion
- Continued Federal and State funding
- Revenue and expense assumptions consistent with the Next 10 Plan

- Risks

- Softening of sales tax growth
- Voter approval of Proposition 6 (repeal of SB 1)
- Cost impacts due to competition for resources

91 Express Lanes

- Major Assumptions

- Continued long-term growth in toll and non-toll revenue
- Moderate long-term cost growth in toll operations based on the joint operation agreement with the Riverside County Transportation Commission
- Excess toll revenue used to support two State-Route 91 Widening Projects
- Debt fully repaid in fiscal year 2030-31

- Risks

- Economic recession negatively impacting traffic volume
- Additional capacity added to the 91 corridor negatively impacting traffic volume

Motorist Services

- Major Assumptions

- Continued funding for the Motorist Services Program from DMV registration fee
- Continued State funding to support the Freeway Service Patrol (FSP) program
- Continued M2 sales tax growth to support FSP program
- Expanded service funded by SB 1

- Risks

- FSP program is reliant on State funding
- Voter approval of Proposition 6 (repeal of SB 1)