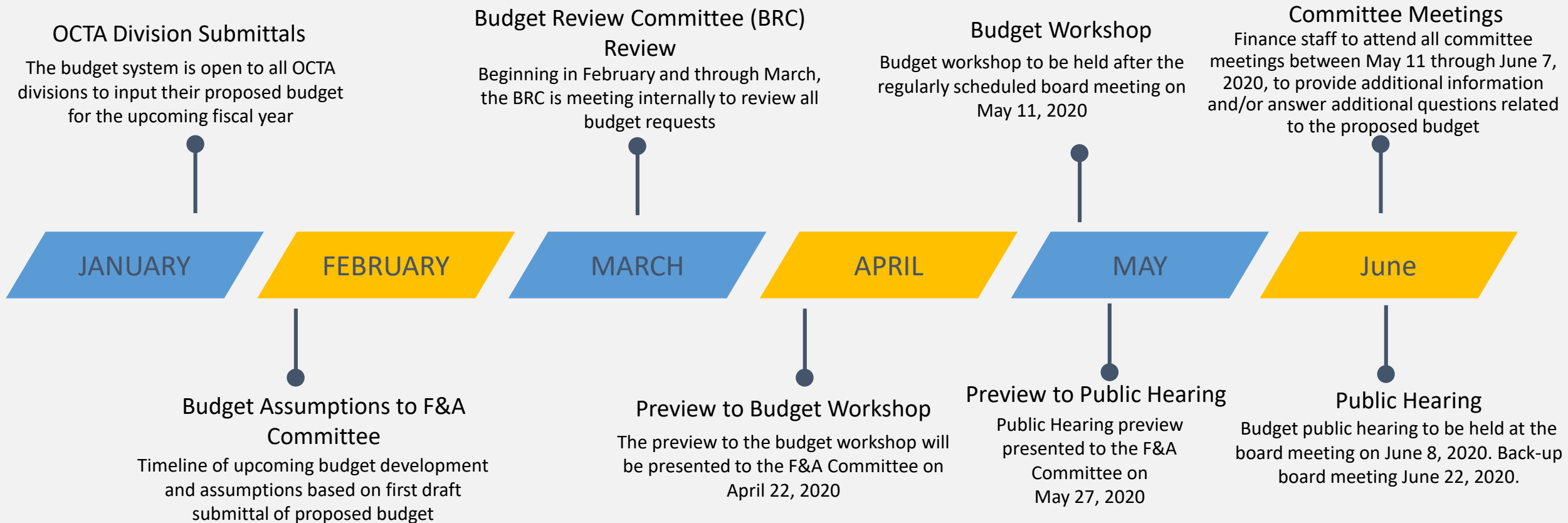


Fiscal Year 2020-21 Budget Kick-Off and Assumptions

OCTA

FY 2020-21 Budget Timeline



Major Programs

- Measure M2
 - Freeway
 - Streets and Roads
 - Transit
- Transit
 - Bus Program
 - Rail Program
 - Metrolink
 - OC Streetcar
- 91 Express Lanes
- Motorist Services
 - Freeway Service Patrol
 - Call Box Program
 - 511 Program
- Orange County Taxi Administration Program

Measure M2 Program Assumptions

- Sales Tax Revenue
 - Forecast of \$345 million based on MuniServices forecasted growth rate of 2.4 percent
- Expenditures
 - Freeway Mode – expenditures primarily driven by right-of-way, design, and construction efforts for the I-405 Improvement, South County I-5 Improvement and SR-55 Improvement Projects
 - Streets and Roads Mode – expenditures driven by contributions to the cities to support the Local Fair Share, Regional Capacity and Traffic Signal Synchronization Programs
 - Transit Mode – expenditures primarily to support Metrolink operations and construction of the OC Streetcar

Bus Program Revenue Assumptions

- Operating Revenue
 - Sales tax revenue estimated at \$179 million based on MuniServices forecasted growth rate of 2.5 percent
 - Fare revenue projected at \$47 million
 - State Transportation Assistance and Road Repair and Accountability Act estimated to be \$39 million
 - Federal grants for preventative maintenance and capital cost of contracting
- Capital Revenue
 - Federal grants for bus purchases
 - Road Repair and Accountability Act estimated at \$6 million to support rehabilitation and replacement of capital

Bus Operations Expenditure Assumptions

- Fixed-route service
 - Revenue hours consistent with current year at 1.6 million
- Paratransit service
 - Total trips forecasted to increase by 2 percent to 1.8 million driven by demand
 - Trips comprised of ACCESS primary and supplemental service, same-day taxi service, and special agency service
- Microtransit service
 - Continuation and potential expansion of OC Flex service with an increase in revenue hours from 23,640 to 32,736

Rail Program Revenue Assumptions

- Metrolink Operating Revenue
 - Measure M2 High Frequency Metrolink Service funds estimated at \$23 million
 - Represents 73 percent of operating funds
 - Federal Transportation Administration (FTA) grants estimated at \$8.5 million
 - Represents 27 percent of operating funds
- Metrolink Capital Revenue
 - FTA grants providing approximately \$18 million to support rehabilitation and replacement of capital

Rail Program Expenditure Assumptions

- Metrolink Operating Expenditures
 - Sustain current service level of 74 trips
 - Operating subsidy to increase by 3.9 percent to \$31.6 million
 - Metrolink will directly draw down \$8.5 million in OCTA FTA 5307 grants
 - Net budgeted operating subsidy of \$23.1 million
- Metrolink Capital Expenditures
 - Capital expenditures driven by improvements to the Anaheim Canyon Station and construction of the Placentia Metrolink Station

91 Express Lanes Program Assumptions

- Revenue Assumptions
 - Toll revenue: \$51 million driven by 17.8 million trips
 - Non-toll revenue: \$11 million primarily consisting of violation fees and interest income
- Expenditure Assumptions
 - Primary operating cost consists of the Cofiroute contract estimated at \$7 million
 - Contribution to construction of the Placentia Metrolink Station of \$14 million
 - Contribution to SR-91 Riverside Freeway improvements between SR-55 and SR-57 (M2 Program Project I) of \$5 million

Motorist Services & OCTAP Programs

- Service Authority for Freeway Emergencies Revenue

- Includes revenue from Department of Motor Vehicles fees, State Highway Account, Road Repair and Accountability Act and M2 Program
- Program revenue anticipated to be \$7 million

Expenditures

- Includes Freeway Service Patrol, Call Box and 511 Programs
- Program expenditures anticipated to be \$10 million

- Orange County Taxi Administration Program Revenue

- Two year agreement with cities set to expire December 2020
- External contributions from cities estimated to be \$176 thousand
- Company fees, vehicle fees, and driver fees estimated at \$2 thousand

Expenditures

- Program expenditures anticipated to be \$273 thousand

Next Steps

- Internal review will continue with OCTA finance staff and the Budget Review Committee
- Staff will return to the Finance and Administration Committee on April 22nd with a presentation providing a preview of the Budget Workshop Presentation