



Orange County Transportation Authority Fiscal Year 2015 Approved Comprehensive Business Plan



Citizens Advisory Committee
January 20, 2015
1:00pm -3:00pm



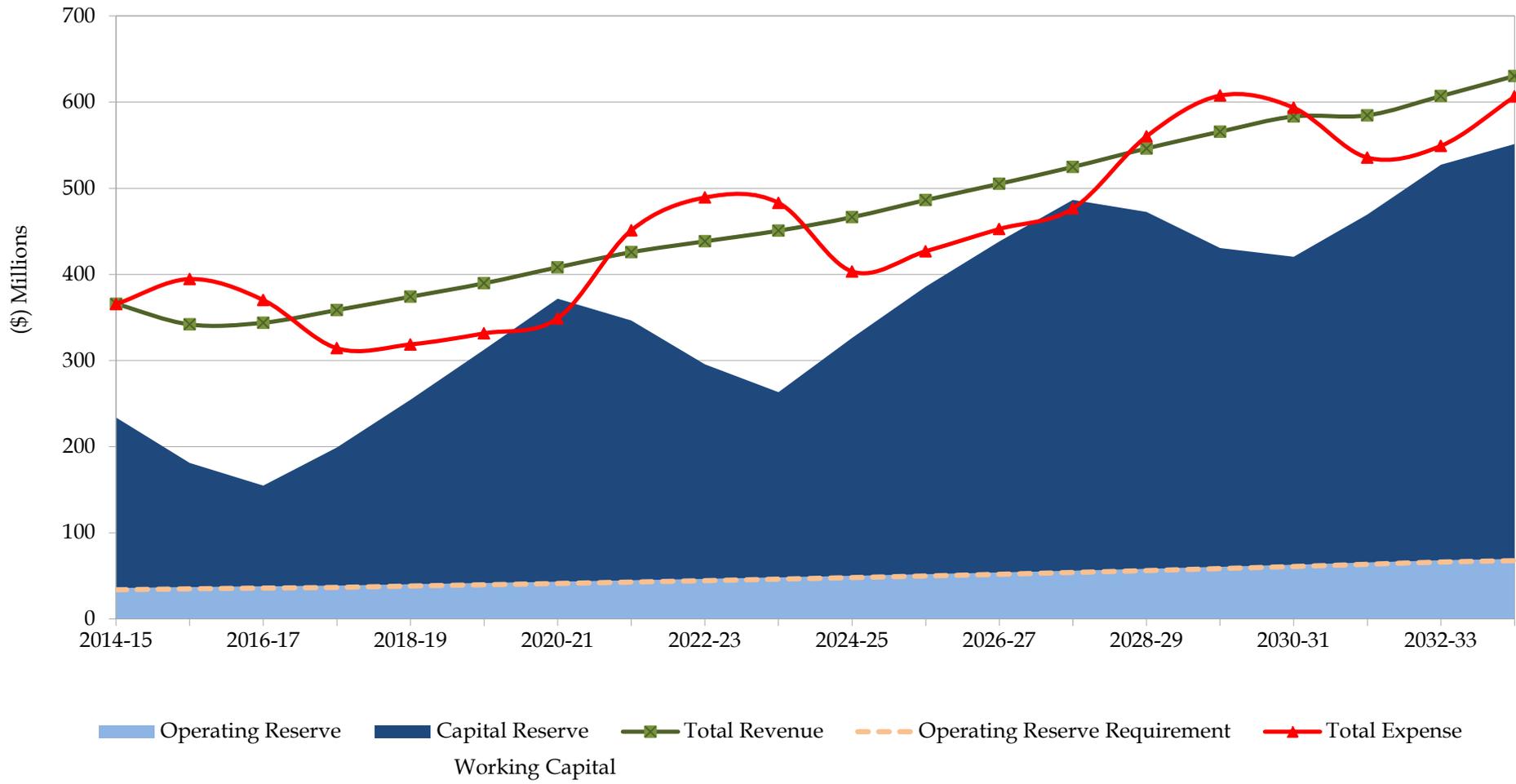
- Financially constrained business planning tool
- Ensure long-term financial viability of Orange County Transportation Authority (OCTA) programs and services
- Approved by Board of Directors on a biennial basis
- Serves as baseline for development of annual budget
- Does not authorize staff to enter into contracts or appropriate any funds
 - Specific decisions on programs and projects and associated funding appropriations are subject to future approval by the Board of Directors

■ Revenue

- Transportation Development Act sales tax revenue based on three university forecast
- Assumed fare adjustment of 25 percent every 4 years beginning in FY 2016-17
- Receipt of FTA Section 5307 and 5339 funds based on MAP-21
- State Transit Assistance funds for capital expenditures

■ Expenditures

- Fixed Route
 - Base revenue hours of 1.603 million
 - Increase service by 34 thousand revenue hours
 - 40 percent contracted service by the end of FY 2015-16
 - Useful life of 14 years for 40' and 60' buses
- Paratransit
 - ACCESS revenue hour growth of 3.0 percent per year
 - Continued use of taxi services and cost sharing agreements
 - Costs increased based on Consumer Price Index



■ Revenue

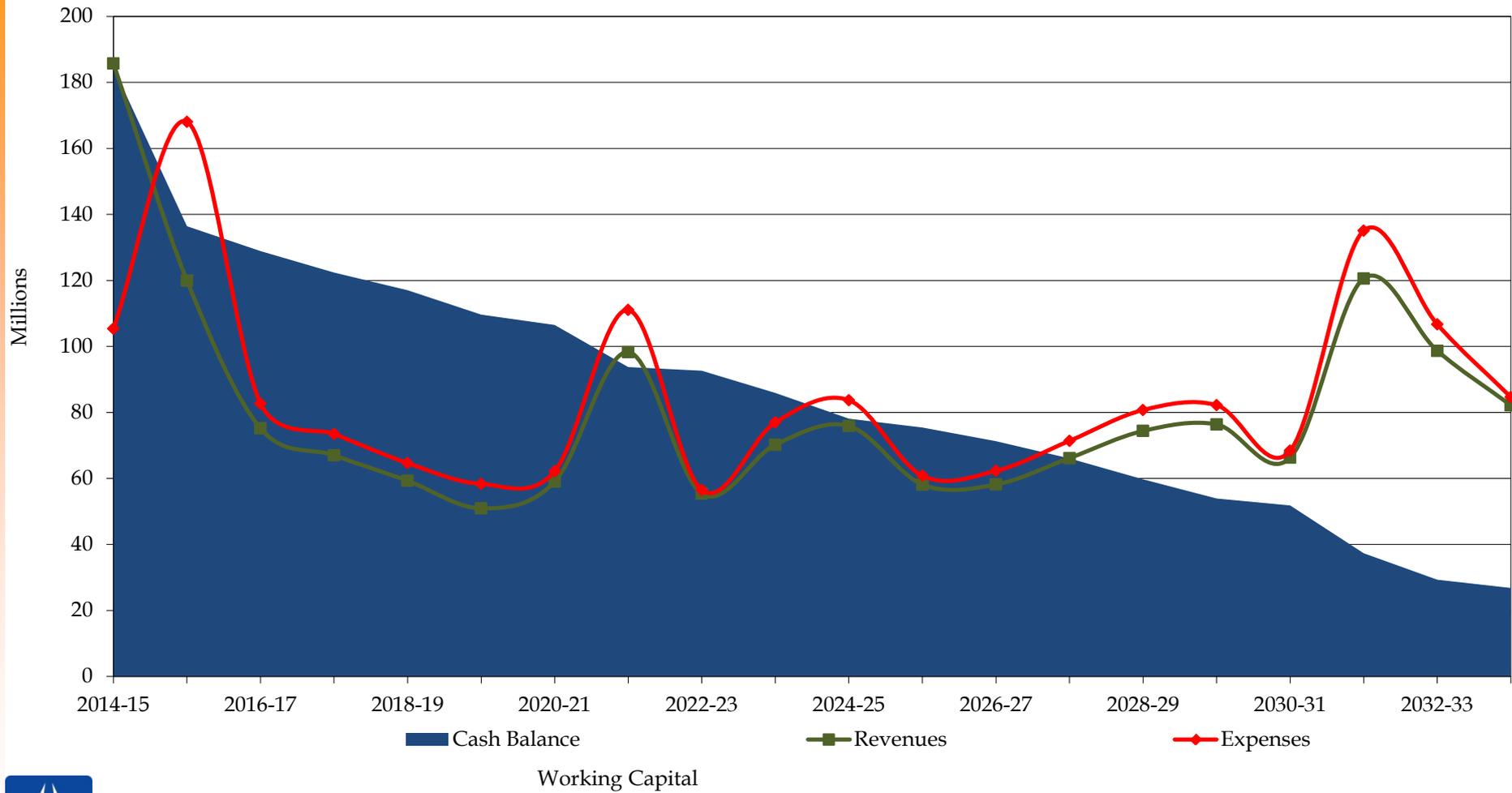
- M2 High Frequency Metrolink Service funds are the primary source of revenue
- Transfer remaining M1 rail funds to the CURE for future operations
- Receipt of FTA Section 5337 and 5307 funds based on MAP-21
 - Locomotive and railcar rehabilitation and replacement and other capital expenditures
- Proceeds from sale of ARTIC land of \$36.3 million used for future operations
- Railcar reimbursement of \$33.6 million between FY 2012-13 through FY 2018-19

■ Expenditures

- Increase in weekday trains from 54 to 56 trains in FY 2015-16
- Limited funding available for capital improvements outside of costs for rehabilitation and replacement of railcars and locomotives
- Repayment of Proposition 116 funded by CURE



Note: CURE: Commuter and Urban Rail Endowment
ARTIC: Anaheim Regional Transportation Intermodal Center

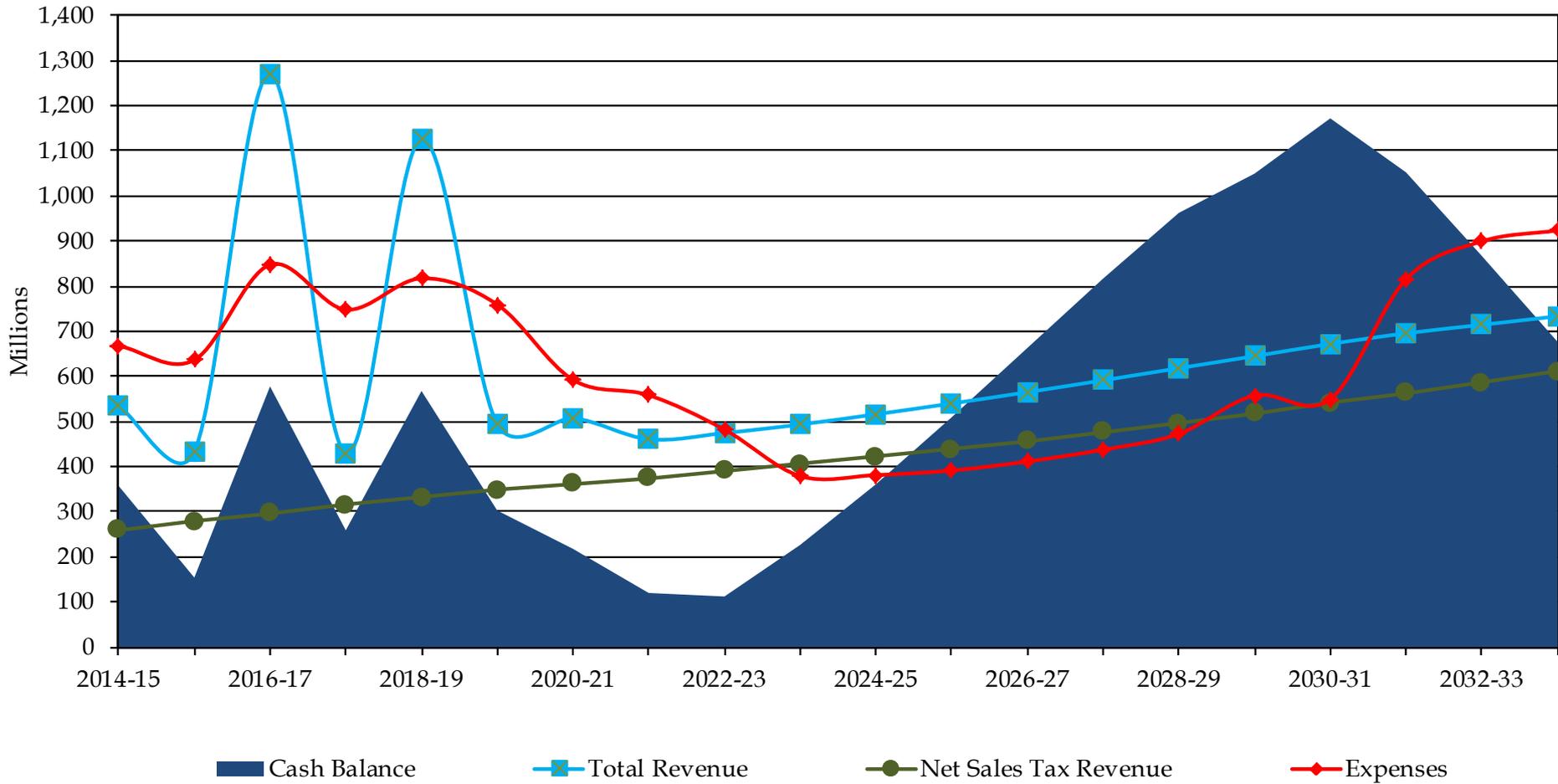


■ Revenue

- M2 program sales tax forecast of \$15.8 billion
- Assumes future federal and state funding
- Debt issuances based on project schedules

■ Expenditures

- Freeway mode
 - Consistent with the M2020 Plan
 - Project K – Alternative 1
- Streets & Roads
 - Consistent with the M2020 Plan
- Transit:
 - Project R – sustainable through FY 2040-41
 - Project S – consistent with Board approved New Starts scenario
 - Project T – unprogrammed balance of approximately \$230 million
 - Project U – the Fare Stabilization program is projected to have a shortfall of approximately \$95 million through FY 2040-41
 - Projects V and W – pay as you go



- Other programs meeting objectives
 - 91 Express Lanes
 - Motorist and Taxicab Services
 - Orange County Taxi Administration Program
 - Service Authority for Freeway Emergencies

- Non Program Specific Expenditures
 - Bristol Street Widening Project
 - Continuous access striping for High Occupancy Vehicle lanes
 - Vanpool and Rideshare Programs
 - Bicycle Safety Program

