

Short Range Transportation Plan (SRTTP)

# Fiscal Stability and Funding Commitments Inventory

FY 2015 through FY 2024

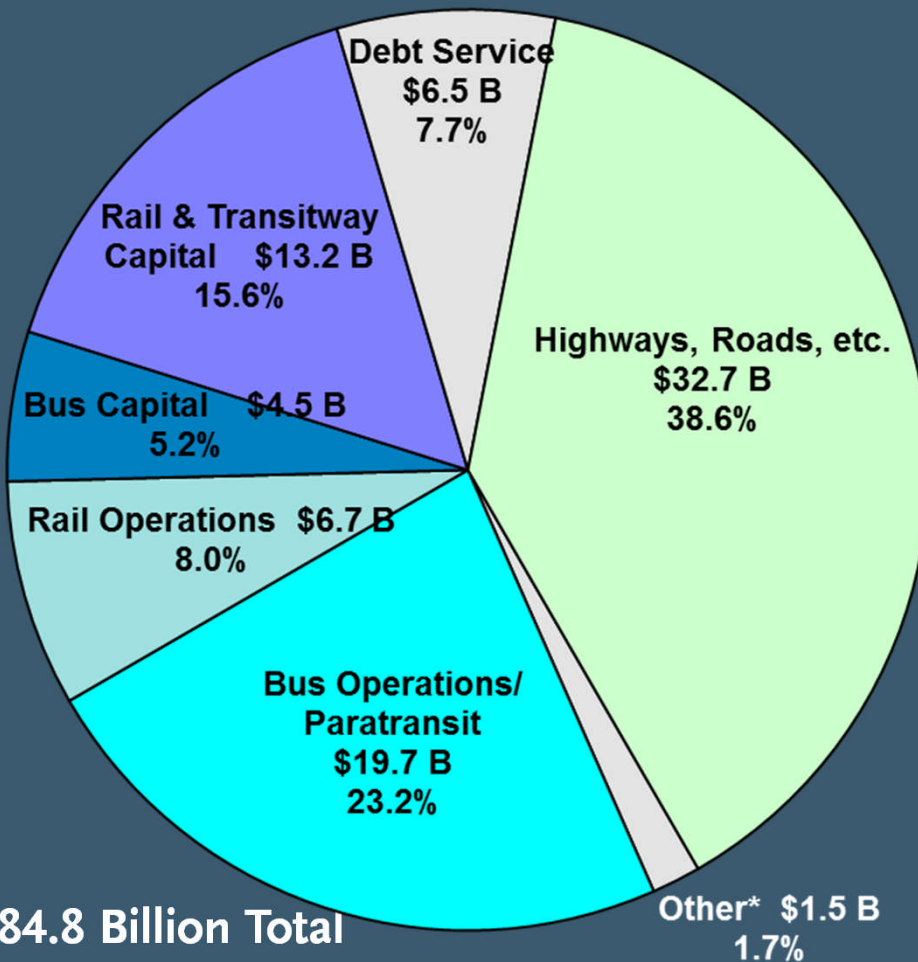
Finance, Budget and Audit Committee (Item 5)  
Planning and Programming Committee (Item 19)  
June 25, 2015



Excerpts from Attachment M

# Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

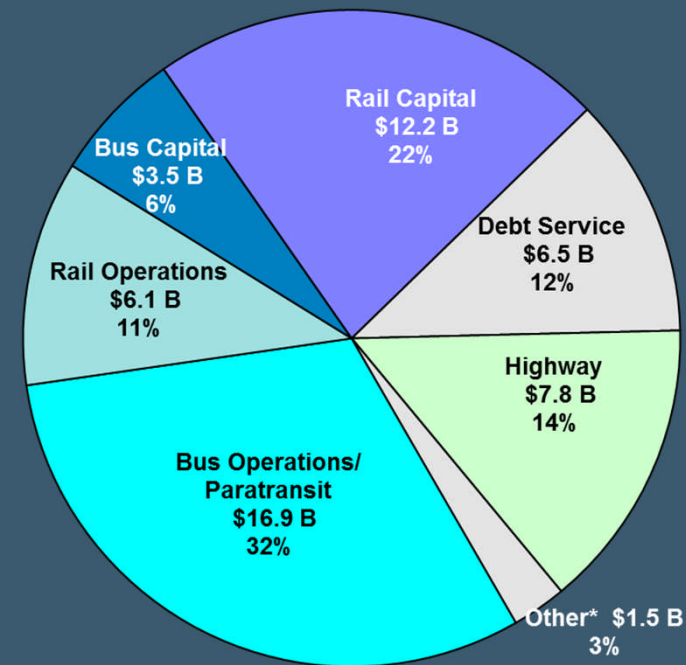
**Countywide Uses  
FY 2015 – FY 2024**



**\$84.8 Billion Total  
FY 2015 – FY 2024**

\* Includes safety net program, agency-wide capital, and regulatory oversight.

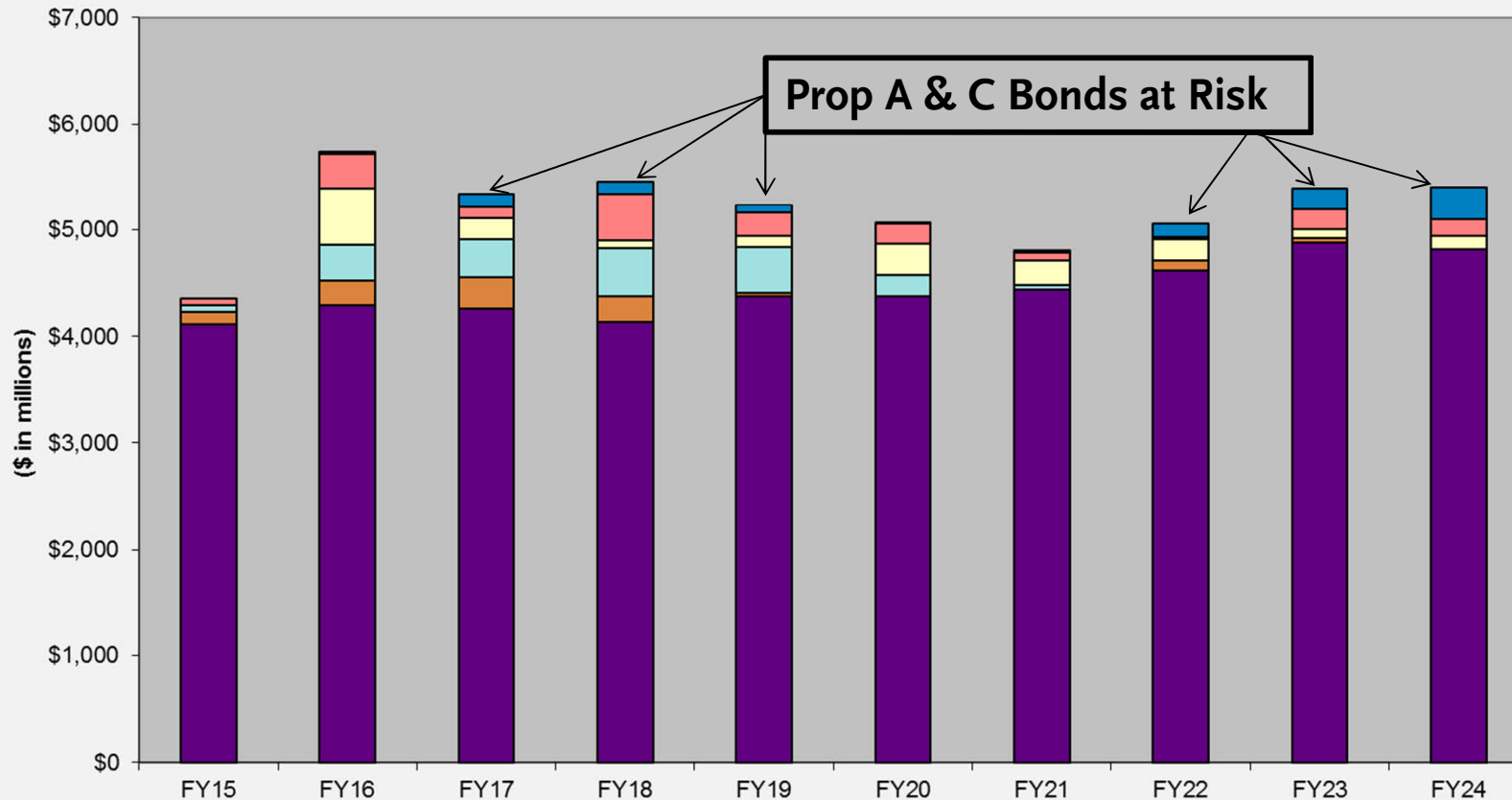
**Metro Controlled Uses  
FY 2015 – FY 2024**



**\$54.5 Billion Total  
FY 2015 – FY 2024**

# Borrowing Key to Transformative Plan

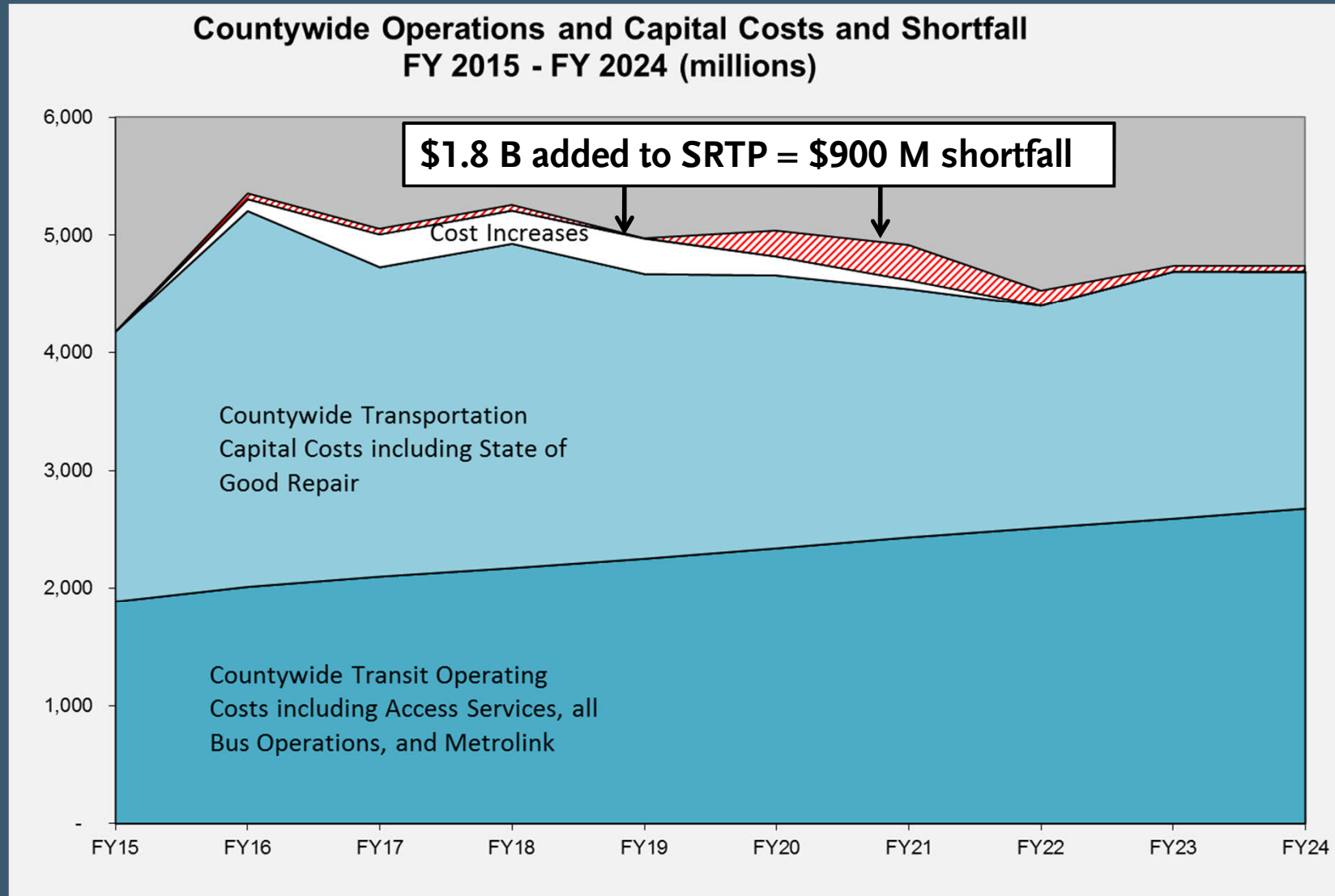
Funding Plan for Metro-Controlled Uses  
FY 2015 - FY 2024



- Props A and C Borrowing - Operations Eligible \$1.0 B
- Prop C 25% Transit-related Highway Bonds \$1.8 B
- Measure R 35% Transit and 20% Highway Bonds \$1.9 B
- Measure R 35% TIFIA Loans \$1.9 B
- Financing: Capital Grant Receipt Revenue Bonds \$1.0 B
- State, Federal and Other Local Metro-controlled Revenues \$44.3 B\*

\* Excludes Beginning Balances

# Countywide Forecast: SRTP Has \$900 M Shortfall



# Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

# Perfect Storm: Flat Fares, ADA Costs, & Economic Shock

Countywide Operations and Capital Costs Shortfall  
FY 2015 - FY 2024 (million)

