

2021 Short Range Transportation Plan Financial Forecast Planning Assumptions

March 2021

Background

- **2020 LRTP approved in September, next steps are:**
 - Strategic project list, Financial forecast update, Prioritized actions, Implementation roadmap
- **The Short Range Financial Forecast (SRFF):**
 - is dependent on key assumptions of future revenues, costs, and transit service levels

Key Assumptions

Revenues

- UCLA Anderson sales tax forecast
- FY21 State DOF forecast
- Extension of FAST Act
- L RTP farebox recovery
- No congestion pricing
- No new value capture
- Adhere to Metro Debt Policy

New Projects

- Bus electrification
- Next Gen service changes
- Express Lanes network

Costs

- Board-approved
- Inflation-adjusted
- Tied to service levels

Service Levels

- Bus service hours post-COVID
- Rail service per L RTP, fleet plan
- Express Lanes pre-COVID

Cost Increases and New Projects

- Updated costs will be disclosed at key milestones – e.g., environmental report, life-of-project budget
- Cost increases are guided by Metro policy

Preliminary Results

- **Revenue and ridership down significantly**
- **Future projects are assessed annually as they go through project development**
- **Potential cost increases and other new projects are not included but will need to be addressed**
- **Funding transit operations is dependent on level of service and available funds**

Next Steps

- **Metro staff and Board to confirm:**
 - Budget and updated sales tax forecast
 - Transit service level
 - Fare assumptions updated per Board direction
- **Staff to present results to Board by end of 2021**