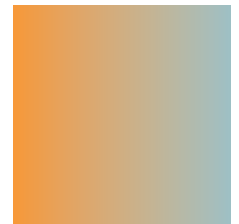
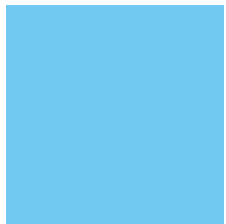




# APPROVED BUDGET



**ORANGE COUNTY TRANSPORTATION AUTHORITY  
FISCAL YEAR 2023-24**

**EQUITABLE, RELIABLE, AND BALANCED TRANSPORTATION  
FINANCIAL AND ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE  
ORGANIZATIONAL EXCELLENCE, LEADERSHIP, AND ACCOUNTABILITY**







June 12, 2023

**BOARD OF DIRECTORS**

Gene Hernandez  
Chairman

Tam Nguyen  
Vice Chairman

Doug Chaffee  
Director

Jose Diaz  
Director

Andrew Do  
Director

Jon Dumitru  
Director

Jamey Federico  
Director

Katrina Foley  
Director

Brian Goodell  
Director

Patrick Harper  
Director

Michael Hennessey  
Director

Steve Jones  
Director

Fred Jung  
Director

Farrah N. Khan  
Director

Jessie Lopez  
Director

Vicente Sarmiento  
Director

Donald P. Wagner  
Director

Ryan Chamberlain  
Governor's Ex-Officio Member

**CHIEF EXECUTIVE OFFICE**

Darrell E. Johnson  
Chief Executive Officer

Chairman Gene Hernandez and Members of the Board of Directors:

Consistent with the Orange County Transportation Authority's (OCTA) vision, mission, values, and in accordance with the Board of Directors' (Board) Strategic Initiatives, I present to you the fiscal year (FY) 2023-24 budget for OCTA. The FY 2023-24 budget is balanced at \$1.7 billion, and ensures OCTA commits the necessary resources to deliver innovative, equitable, and sustainable transportation solutions to Orange County residents and visitors.

OCTA anticipates growth for both local and state sales taxes in the coming year. In FY 2023-24, the growth rate for the Measure M2 (M2) sales tax is forecasted to be 2.6 percent. The growth rate for the Transportation Development Act sales tax, which supports bus operations, is forecasted to be 1.9 percent.

Under the voter approved M2 Program, improvements to freeways, transit, streets and roads, and environmental programs will continue. Included in the M2 Program budget is \$367 million to fund freeway improvement projects and \$185 million is budgeted to improve streets and roads. The budget also includes \$120 million for M2 Transit Programs with \$49 million for construction of the OC Streetcar project and \$45 million to support regional rail.

In FY 2023-24, the budget to support the Bus Program is \$625 million. The budget has the capacity to support bus service levels of up to 1.47 million service hours and includes a capital budget of \$212 million. A portion of the capital budget includes the purchase of 60 zero-emission vehicles which furthers OCTA's efforts to test zero-emission technology.

The budget includes continued support for regional rail service and provides the funding necessary to return to 90 percent of pre-pandemic levels of Metrolink service. Usage of the 91 Express Lanes is expected to dip slightly in FY 2023-24 because of an anticipated decrease in trips due to a softening in the economy, high inflation, and high gas prices.

Construction will advance on the OC Streetcar project in the coming year, and the budget also anticipates completion of the I-405 Improvement Project and operations beginning on the 405 Express Lanes in late 2023.

The FY 2023-24 budget delivers on the Board's Strategic Initiatives and demonstrates OCTA's responsibility to the community in providing a balanced and sustainable multimodal transportation network, which keeps the residents of Orange County moving safely.

Sincerely,

Darrell E. Johnson  
Chief Executive Officer

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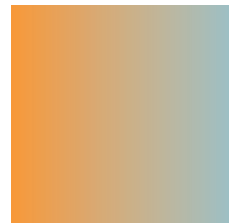
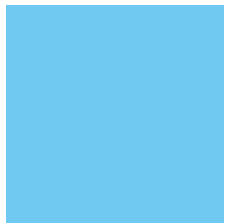


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# EXECUTIVE SUMMARY



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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Orange County Transportation Authority (OCTA) is governed by an 18-member Board of Directors (Board) consisting of five members of the Orange County Board of Supervisors, ten city council members selected by the cities in the supervisorial district in which they represent, two public members selected by the other

15 board members, and a representative appointed by the Governor of California serving in a non-voting capacity. OCTA is managed by a Chief Executive Officer (CEO), who acts in accordance with the direction, goals, and policies articulated by the Board.



## 2023 BOARD OF DIRECTORS

**Gene Hernandez**  
Chairman  
City Member, 3rd District



**Tam Nguyen**  
Vice Chairman  
Public Member



**Doug Chaffee**  
Director  
Supervisor, 4th District



**Jose Diaz**  
Director  
City Member, 4th District



**Andrew Do**  
Director  
Supervisor, 1st District



**Jon Dumitru**  
Director  
City Member, 2nd District



**Jamey Federico**  
Director  
City Member, 5th District



**Katrina Foley**  
Director  
Supervisor, 5th District



**Brian Goodell**  
Director  
City Member, 5th District



**Patrick Harper**  
Director  
City Member, 1st District



**Michael Hennessey**  
Director  
Public Member



**Steve Jones**  
Director  
City Member, 1st District



**Fred Jung**  
Director  
City Member, 4th District



**Farah N. Khan**  
Director  
City Member, 3rd District



**Jessie Lopez**  
Director  
City Member, 2nd District



**Vicente Sarmiento**  
Director  
Supervisor, 2nd District



**Donald P. Wagner**  
Director  
Supervisor, 3rd District

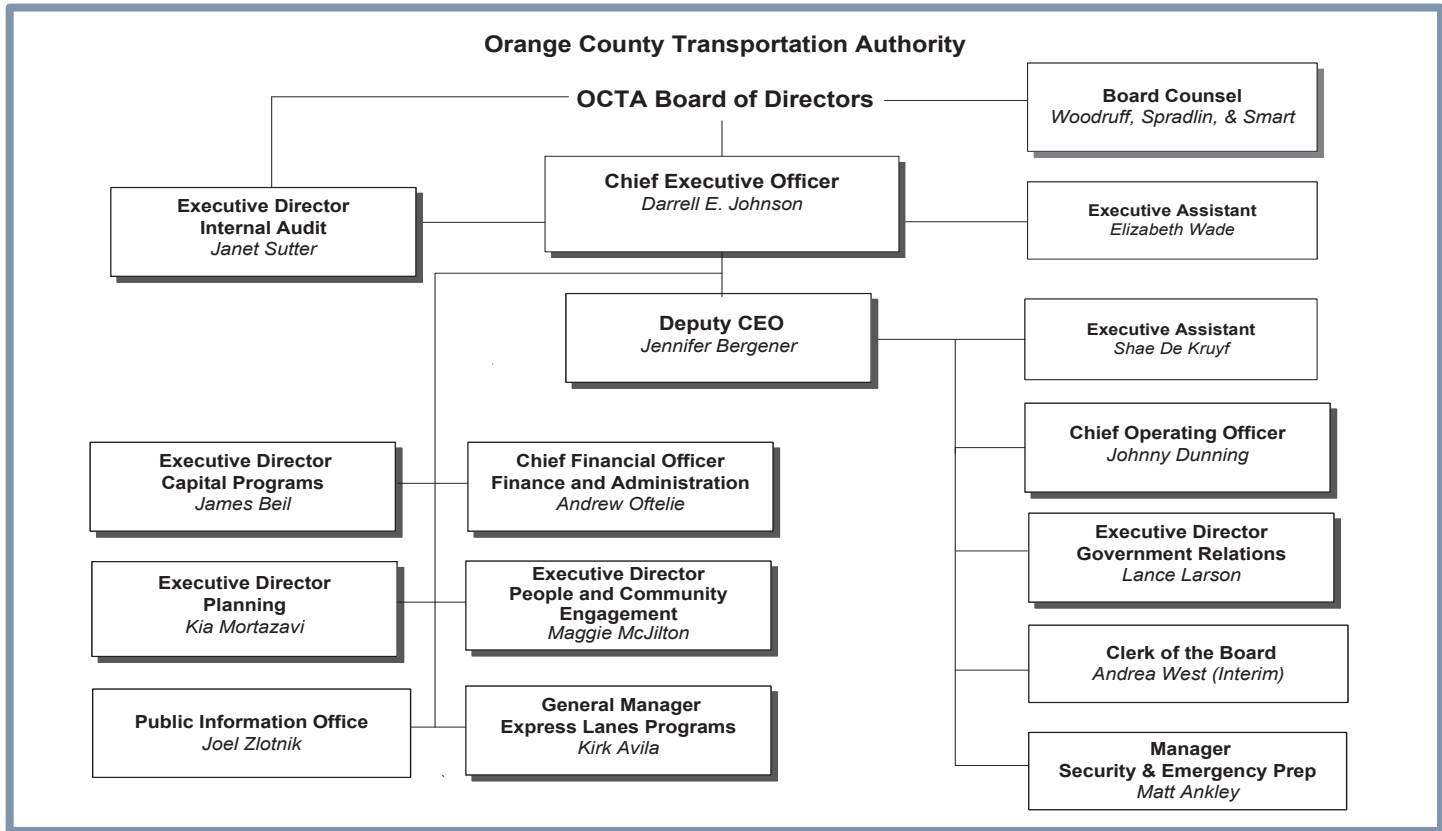


**Ryan Chamberlain**  
Governor's Ex-Officio Member  
Caltrans District 12  
District Director





## Organizational Chart



## Organizational Profile

OCTA was established by state law and began serving the public on June 20, 1991. OCTA is responsible for providing coordinated, effective, and accountable transportation planning and public transportation services within Orange County.

OCTA works with federal, state, regional, and local agencies to plan, fund, implement, and maintain transportation programs and services throughout Orange County. The Board of Directors (Board) and staff work in close partnership with related agencies from all levels of government as the county’s advocate for transportation improvements and ongoing services. Since its inception, OCTA’s partnerships have resulted in increased funding for road and highway improvements, expansion of fixed-route bus service, and creation of regional rail service, all of which expand the variety of transportation choices in Orange County.

Strategic initiatives by OCTA’s Board address Orange County’s many transportation needs. In FY 2023-24, OCTA will continue to work on important transportation projects and the Board approved Measure M2 (M2) (also known as OC Go) Next 10 Delivery Plan, which demonstrates fiscal sustainability and the continuation of critical programs and projects. These projects include the I-405 Improvement Project between Costa Mesa and the border with Los Angeles County and ongoing work on the OC Streetcar, Orange County’s 4.1-mile modern electric streetcar that will run through Santa Ana into Garden Grove.

The initiatives also focus on continuing to build a transportation network that is equitable, balanced and reliable, is fiscally conservative with taxpayer dollars, and protects the environment that makes Orange County a special place to live.



**Strategic Plan Framework**

OCTA’s Strategic Plan provides a detailed approach to address Orange County’s transportation needs and provides the framework used for the development of the annual budget. OCTA’s core values describe the behaviors, attributes, principles, and beliefs that guide all OCTA staff. The Strategic Plan Goals and Board Strategic Initiatives are reflected in all of OCTA’s efforts.

**Long-Range Transportation Plan**

OCTA updates the Long-Range Transportation Plan (LRTP) every four years. The multimodal projects and programs included are the basis for the Southern California Association of Governments’ Regional Transportation Plan (RTP). The LRTP provides a visionary blueprint for transportation improvements in Orange County and for development of the RTP.

While new challenges have emerged over the years, the goals of the 2022 LRTP, Directions 2045 remain steady, thereby allowing plans, programs, and projects to stay on course. The cornerstone of the LRTP is the delivery of the voter approved OC Go programs and fulfilling OCTA’s responsibility for delivering safe and reliable transit service.

The second long-term goal is improving system performance. This goal is related to all travel modes and often requires consideration of innovative solutions that respond to Orange County’s growing travel demand. The third goal of expanding system choices aims to provide travelers with convenient and equitable travel options. Residents and employees in Orange County should have options available to fulfill their travel needs and provide equitable access to jobs and other essential destinations. The final long-term goal is supporting sustainability. This goal highlights the need for strategies that reduce climate-related risks to Orange County’s transportation infrastructure and travelers. This goal also considers the need for a transportation plan that is financially achievable and that maintains Orange County’s existing infrastructure. These goals, along with feedback received from public and stake-

holder engagement, were considered in developing the performance measures used to evaluate this LRTP. They were also key in developing the Paths to Success, which identify categories of strategies needed to adapt to the challenges outlined in the LRTP goals.

**Strategic Plan Goals**

**MOBILITY**  
 Deliver programs, projects, and services to improve the movement of people and goods throughout Orange County and the region.

**PUBLIC SERVICE**  
 Enhance customer satisfaction by understanding, connecting with, and serving our diverse communities and partners.

**FISCAL SUSTAINABILITY**  
 Ensure fiscal health through prudent financial management and by protecting and leveraging available revenue sources.

**STEWARDSHIP**  
 Embrace responsible policies and practices designed to promote environmental sustainability and enhance the safety and quality of life in Orange County.

**ORGANIZATIONAL EXCELLENCE**  
 Continue the tradition of being a high-performing organization through employee development and efficient business practices.



### OCTA's Core Values

#### **INTEGRITY**

We deliver as promised and do so ethically, fairly, and with transparency.

#### **CAN-DO SPIRIT**

We tackle challenges with innovation, vision, and strategic thinking.

#### **CUSTOMER FOCUS**

We treat our customers with care, consideration, and respect, providing friendly and reliable professional service responsive to their needs.

#### **COMMUNICATION**

We provide consistent, timely, and reliable information in an open, honest, and straightforward manner.

#### **TEAMWORK/PARTNERSHIP**

We work well together from a sense of shared purpose and mutual respect.

#### **SAFETY**

We work to ensure the ongoing safety of the traveling public and our employees.

### ***Comprehensive Business Plan***

The Comprehensive Business Plan (CBP) is a financially constrained business-planning tool designed to assist OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA's major programs and outlines goals and objectives over the next 20 years, as articulated by the Board. This is accomplished within the framework of sound business practices to provide an effective and efficient multimodal transportation network to the residents of Orange County.

Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences and programmatic needs and objectives are incorporated into a business-planning document. The CBP validates the feasibility of proposed program and service levels, anticipates a variable economic environment, and identifies and proposes policy direction. The CBP is an evolving document that is Board-approved and responds to the ever-changing social, political, and economic environment. The CBP lays the foundation for the annual budget process.

### ***Transit Master Plan***

OCTA developed a Transit Master Plan, titled the OC Transit Vision, to define the future of transit in Orange County. The OC Transit Vision takes a high-level look at long-term transit needs throughout the county, which includes bus, rail, paratransit, and new types of transportation services. The OC Transit Vision identifies the corridors countywide with the greatest demand and potential and assesses which modes of high-capacity or premium transit, such as streetcar or bus rapid transit (BRT), may be appropriate for each corridor. Finally, the OC Transit Vision prioritizes the projects of most immediate need for near-term development.



# 2023 BOARD & CEO INITIATIVES



## Equitable, Reliable, and Balanced Transportation

- Provide Effective and Accessible Transportation Modes
- Advance Measure M2 Improvements
- Engage with Local Stakeholders in All Communities



## Financial and Environmental Sustainability and Resilience

- Champion Fiscal Responsibility and Prudently Administer Public Funds
- Anticipate and Plan for Future Conditions
- Demonstrate Environmental Stewardship and Sustainability



## Organizational Excellence, Leadership, and Accountability

- Enhance Regional Partnerships and Relationships with Stakeholders
- Strengthen Inclusivity and Diversity in the Work Environment
- Promote Employee Development and a Safe and Modern Workplace

GENE HERNANDEZ  
CHAIRMAN

DARRELL E. JOHNSON  
CHIEF EXECUTIVE OFFICER

ORANGE COUNTY TRANSPORTATION AUTHORITY



## Orange County Profile

Orange County occupies 789 square miles and is located in Southern California—south of Los Angeles County, north of San Diego County, and west of Riverside and San Bernardino Counties. Its prime location within the Los Angeles basin offers residents an ideal climate, access to mountains and coastlines, a diverse housing market, and excellent schools. Orange County boasts a thriving business economy and a well-educated workforce.

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3.25 million, making it the third most populous county in California and the sixth most populous in the United States. Based on OCTA's LRTP, Orange County's population is anticipated to grow by ten percent (about 284,263 residents) by 2045.

Orange County's economic success is partially attributed to the amenities provided to its residents. These amenities include prestigious financial centers, numerous shopping and entertainment centers, community colleges, California State University campus, and University of California campus. In addition, Orange County offers well-known amusement parks, including Disneyland, Disney California Adventure, and Knott's Berry Farm. Convenient air travel is provided through John Wayne Airport and countywide bus and rail services are provided by OCTA.

Public bus service was launched in 1972 in response to the county's growing population and increasing traffic congestion. In 1990, Orange County voters passed Measure M (M1), which provided additional sales tax revenues for freeways, regional and local street and road projects, and transit projects.

In 2006, OCTA requested and received voter approval for a 30-year extension of the M1 sales tax. This Measure M Renewal has allowed OCTA to continue making transportation improvements throughout the county.





**Economic & Financial Condition**

The unemployment rate in Orange County was 2.5 percent in December 2022, compared to 3.7 percent in December 2021. Statewide unemployment was 4.10 percent and national unemployment decreased to 3.5 percent as of December 2022.

Between December 2021 and December 2022, the total non-farm employment increased by 70,300 jobs, or 4.3 percent as shown in the table below. The most substantial increase in Orange County was in the leisure and hospitality sector adding 22,400 jobs followed by health services sector adding 15,900 jobs. Three sectors declined over the year which included financial activities, other services, and government. Mining and logging did not have any employment changes over the year.

For the residential real estate sector, residential permits in Orange County have decreased from 7,471 units in 2021 to 6,483 units in 2022, a decrease of 13.2%. This follows an increase of 26.5 percent in 2021 compared to 2020. In 2022, single-family permits have decreased by 11.4 percent, and multi-family permits have decreased by 14.7 percent. Due to the continuing low level of housing units listed for sale, it took an average of 2.3 months to sell the inventory in 2022, compared to an average of 5.2 months in the last 20 years. The median home price reached an average of \$1,029,000 in 2022 and is expected to average \$954,000 in 2023 per a Chapman University forecast.

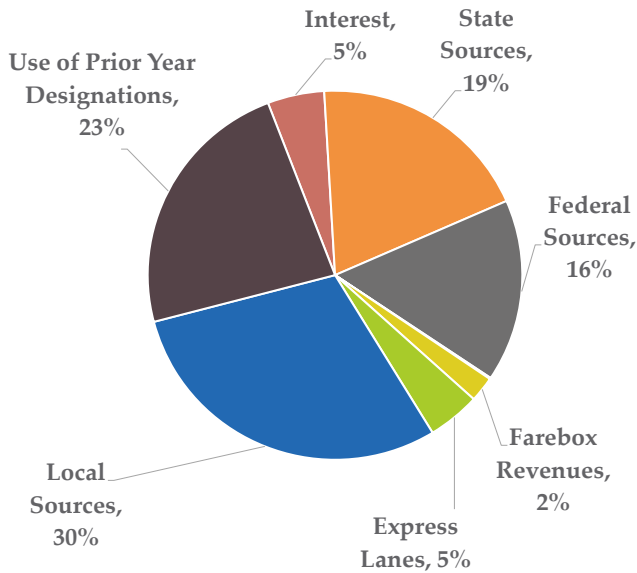
Sales tax revenues for both M2 and Local Transportation Fund (LTF) will increase in FY 2023-24 as well. Based on the forecast provided by MuniServices, LLC., sales tax revenue is estimated to increase by 2.6 percent for M2 and 1.9 percent for LTF in FY 2023-24. Other major revenue sources are expected to increase as well, such as farebox, State Transit Assistance Funds (STAF), and Express Lanes revenues.



# Executive Summary

## Sources and Uses

In an effort to continue fiscal sustainability, OCTA has balanced the FY 2023-24 budget. Sources and uses of funds are outlined in the executive summary.



## Sources of Funds

Total sources of funds are a combination of \$1,303.7 million in revenue and the planned use of prior year designations of \$394.8 million, for a total of \$1,698.5 million. The following highlights each funding source within these categories.

### Local Sources

It is anticipated that OCTA will receive \$494.6 million from local sources in FY 2023-24. Most of the local sources come from the one-half cent sales tax receipts collected under M2 (\$461.6 million). In FY 2023-24, OCTA anticipates Local Transportation Authority (LTA) will grow by 2.6 percent. This forecast is based on the forecast provided by MuniServices, LLC. Additional local sources include property tax, advertising revenue, farebox revenue, and contributions for projects from local jurisdictions.

### Federal Sources

OCTA receives federal assistance on a formula and competitive basis. OCTA anticipates receiving \$271.6 million from federal sources in FY 2023-24, which consist of \$45.8 million in operating assistance and \$225.8 million in capital assistance. It is anticipated \$139.9 million will be received in association with bus improvements, bus operations, preventive maintenance, and other transit program initiatives. In addition, the Measure M2 Program includes \$95.3 million in federal assistance.

### State Sources

It is expected that \$336.3 million will be received from state sources in FY 2023-24. The sources of state revenue include the one-quarter cent LTF sales tax (\$230.7 million) and the STAF (\$58.2 million). These revenue sources help fund the operations, administration, and capital expenditures of the bus program. It is estimated LTF will grow by 1.9 percent based on the forecast provided by MuniServices, LLC. STAF includes SB 1 (Chapter 5, Statutes of 2017) funding and is forecasted in the amount of \$34.3 million. OCTA will also receive \$2.2 million in SB 1 funds for Freeway Service Patrol (FSP) and other projects.

State sources also include \$8.3 million in reimbursements from other agencies, \$1.6 million in State Transportation Improvement Program (STIP) assistance, and other discretionary funding sources. The State notifies OCTA of available grant funding based on the State budget. These funds will be used primarily for capital planning and projects.







**Farebox Revenue**

Farebox revenue is derived from passenger fares generated from fixed-route bus service and paratransit service, including senior and disabled fare subsidies. The farebox revenue represents one of the primary sources used by OCTA to offset the costs of bus service. Farebox revenue is projected to be \$40.6 million in FY 2023-24 which consists of \$37.7 million in passenger fares and \$2.9 million in fare subsidies.

**Express Lanes Revenue**

It is anticipated that 91 Express Lanes toll revenue will reach \$49.2 million in FY 2023-24, along with 405 Express Lanes toll revenues anticipated at \$23.2 million. Non-toll revenues are expected to reach \$4.5 million for the 91 Express Lanes and \$0.3 million for the 405 Express Lanes.

**Interest Income**

OCTA’s Treasury Department anticipates OCTA will earn \$83.4 million in interest income on its investment portfolio in FY 2023-24. The funds that generate the largest interest earnings are the M2 and Orange County Transit District (OCTD) funds. Interest earnings are projected at a rate of 3 percent. Interest income also includes funds that are anticipated to be received from the Internal Revenue Service for the Build America Bonds debt.

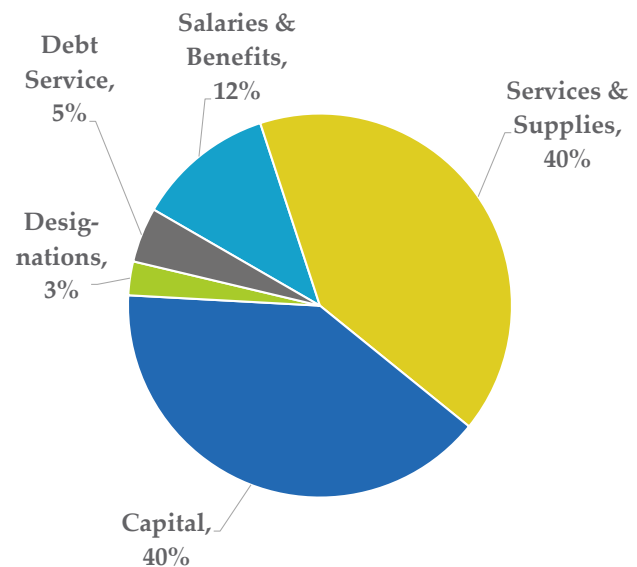
**Planned Use of Prior Year Designations**

In prior years, OCTA has set aside revenue, known as designations, for future capital and program requirements. OCTA will utilize \$394.8 million of prior year designations in FY 2023-24. A draw on M2 prior year designations of \$210.8 million is planned to fund freeways, streets and roads, and M2 transit (Project S) projects. Prior year designations of \$75.7 million will be utilized from OCTD to support fixed asset, bus purchases, and bus base capital projects. The 405 Express

Lanes will utilize \$61.2 million for contributions to the 405 Express Lanes project. The 91 Express Lanes will utilize \$36 million for contributions to the State Route 91 (SR-91) improvement projects (M2 Projects I and J), contributions to Placentia Metrolink Station, and 91 Express Lanes capital projects.

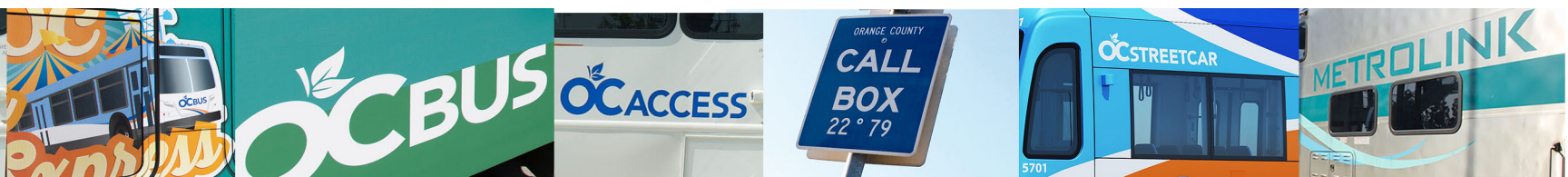
**Uses of Funds**

The expenditures projected for FY 2023-24 are expected at \$1,650.7 million, with \$47.8 million designated for future use. Appropriations are allocated in five categories and summarized below.



**Services and Supplies**

These items include appropriations for the purchase of services (e.g., engineering, design, contract transportation services, and consultant services) and supplies (e.g., fuel, maintenance parts, office supplies, and software). Total budgeted services and supplies for FY





## Executive Summary

### ***Services and Supplies, continued***

2023-24 is \$687.3 million with \$211.7 million related to contributions to other agencies including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program (EMP), and the Regional Traffic Signal Synchronization Program. Contract transportation is budgeted for \$153.5 million.

### ***Capital and Fixed Assets***

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), which includes freeway and capital construction projects totaling \$673 million. Most of the capital investments will be made in freeways projects and bus purchases.

### ***Salaries and Benefits***

This category includes the cost for salaries and employee benefits budgeted at \$212.6 million. This represents an 11.2 percent increase in the FY 2023-24 budget. Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) funded salaries and employee benefits account for \$4.1 million of total salaries and employee benefits.

### ***Debt Service***

Debt service requirements for FY 2023-24 will be \$77.8 million. Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA's long-term debt obligations, including principal and interest costs. The M2 Debt Service Fund will expend \$54.9 million, 405 Express Lanes Fund \$12.1 million, and 91 Express Lanes Fund \$10.8 million in principal and interest expense.

### ***Designation of Funds***

Funds in this category are set aside for future use. FY 2023-24 has \$47.8 million in designations, of which \$26 million will be designated for future 91 Express Lanes improvements, with an additional \$21.8 million designated for future bus program expenditures.





The External Sources and Uses Summary below provides a high-level summary of OCTA’s sources and uses, including use of prior year designations and designations in the FY 2023-24 budget.

External Sources and Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5100 Passenger Fares	27,670,084	34,579,889	37,748,026
5300 Charges for Services	854	0	3,107
5500 Express Lanes Revenue	64,848,074	54,603,001	77,220,910
6010 State Transit Assistance	959,504	1,868,000	270,000
6020 State Assistance	6,280,625	2,495,000	6,975,000
6030 Federal Operating Assistance Grants	269,487,740	169,691,214	45,737,988
6040 Federal Capital Assistance Grants	61,496,715	191,866,761	225,827,348
6050 Reimbursement from Other Agencies	21,869,750	7,399,628	8,283,011
6100 Property Taxes	19,646,266	17,841,700	18,360,900
6101 Taxes	690,222,476	705,934,695	780,035,215
6103 DMV Fees	2,895,851	2,600,000	2,900,000
6110 License Fees	35	0	0
6200 Interest Income	-61,761,786	30,207,174	83,385,235
6300 Other Non-operating Revenue	18,669,818	13,606,697	15,073,420
6550 Proceeds Sale of Capital Asset	4,560,137	2,000,000	1,882,703
<b>Subtotal Revenues</b>	<b>\$ 1,126,846,143</b>	<b>\$ 1,234,693,759</b>	<b>\$ 1,303,702,863</b>
Use of Prior Year Designations	169,957,181	415,542,235	394,766,932
<b>Total Sources</b>	<b>\$ 1,296,803,324</b>	<b>\$ 1,650,235,994</b>	<b>\$ 1,698,469,795</b>
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7100 Salaries and Benefits	147,683,039	191,187,387	212,596,493
7300 Purchased Transportation Services	83,794,848	109,850,060	153,482,877
7500 Professional Services	141,814,436	180,229,347	258,093,612
7540 Insurance Claims/Premiums	11,455,568	12,700,903	12,472,500
7600 General and Administrative	11,000,550	11,247,183	18,800,599
7700 Maintenance Parts and Fuel	22,100,794	25,655,703	32,761,034
7800 Contributions to Other Agencies	112,317,959	181,282,288	211,682,986
8111 Interest Expense	43,164,362	70,789,350	49,382,319
8112 Principal Payment On Long Term Debt	8,455,000	27,030,000	28,380,000
9000 Capital Expenditures	202,083,698	635,194,382	672,998,209
<b>Subtotal Expenses</b>	<b>\$ 783,870,254</b>	<b>\$ 1,445,166,603</b>	<b>\$ 1,650,650,629</b>
Designations	512,933,070	205,069,391	47,819,166
<b>Total Uses</b>	<b>\$ 1,296,803,324</b>	<b>\$ 1,650,235,994</b>	<b>\$ 1,698,469,795</b>



# Financial Reports

The Designations Detail and Use of Designations Detail reports on this page present the designations and planned use of prior year designations by the project or activity for which they will be utilized.

Use of Designations Detail			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
91 Express Lanes	0	39,897,000	36,041,449
Bus Capital	0	132,036,669	75,666,960
Freeways	0	70,011,103	81,771,976
I-405 Express Lanes	162,963,966	88,693,682	61,241,644
Local Rail	473,299	27,369,116	51,372,008
Non-Program Specific	4,588,997	0	253,227
Planning Studies	553,995	4,216	950,022
Regional Rail Capital	0	0	9,769,646
Scholarships	3,081	0	0
Service Authority for Freeway Emergencies (SAFE)	1,373,843	0	0
Streets and Roads	0	57,530,449	77,700,000
<b>Total Use of Prior Year Designations</b>	<b>\$ 169,957,181</b>	<b>\$ 415,542,235</b>	<b>\$ 394,766,932</b>

Designations Detail			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
91 Express Lanes	18,469,322	22,811,666	26,047,446
ARBA Contributions	0	13	0
Local Rail	25,987,190	0	0
Longterm Operating Reserve	0	128,987,878	3,109,419
M2 Debt Service	3,778,556	0	0
M2 Projects	89,030,035	0	0
Non-Program Specific	10,797,482	0	0
OCTD Fixed Asset Reserve	269,646,089	32,213,358	18,662,301
Regional Rail	92,958,051	21,056,476	0
Workers Compensation	2,266,345	0	0
<b>Total Designations</b>	<b>\$ 512,933,070</b>	<b>\$ 205,069,391</b>	<b>\$ 47,819,166</b>



The External Fund Level Summary reports, on this page and the next page, summarize the Sources and Uses by Fund.

External Fund Level Summary - Sources			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
405 Express Lanes	161,440,876	88,693,682	84,779,144
91 Express Lanes	58,639,722	96,682,513	96,937,024
ARBA Trust Fund	1,472,966	2,735,084	1,818,281
Commuter and Urban Rail Endowment	2,745,278	0	0
General Fund	15,909,740	14,849,373	18,159,166
Internal Service Fund-PL and PD	676,224	527,743	922,133
Internal Service Fund-Workers' Compensation	-1,008,560	380,366	819,920
Local Rail	473,492	0	383,262
Local Transportation Authority Measure M2	422,571,019	718,608,163	795,962,700
Local Transportation Fund	210,772,191	212,613,766	231,082,046
Measure M2 Bond Debt Service	3,597,061	5,856,737	6,212,429
Orange County Transit District	303,004,550	417,725,884	337,181,224
Orange County Unified Transportation Trust	16,895	110,000	1,232,990
Regional Rail	3,550,981	7,168,533	22,479,845
Scholarship Fund	24,562	20,418	20,078
Service Authority for Freeway Emergencies	9,686,135	6,665,250	7,110,643
State Transit Assistance Fund	45,110,429	46,588,533	58,264,714
Transit Development Capital Project	58,119,763	31,009,949	35,104,196
<b>Total Authority</b>	<b>\$ 1,296,803,324</b>	<b>\$ 1,650,235,994</b>	<b>\$ 1,698,469,795</b>





## External Fund Level Summary - Uses

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
405 Express Lanes	26,963,304	83,147,351	81,140,260
91 Express Lanes	41,535,645	57,229,017	61,027,798
ARBA Trust Fund	1,472,966	2,735,084	1,818,281
Commuter and Urban Rail Endowment	2,722,626	0	0
General Fund	100,553,812	117,458,638	134,362,321
Internal Service Fund-PL and PD	7,837,133	5,905,602	4,846,170
Internal Service Fund-Workers' Compensation	7,345,890	7,238,903	7,367,120
Local Rail	523,946	50,000	3,558,909
Local Transportation Authority Measure M2	375,272,540	590,619,189	624,475,022
Local Transportation Fund	205,851,514	5,071,500	5,761,333
Measure M2 Bond Debt Service	47,604,956	54,883,650	54,871,900
Orange County Transit District	283,248,402	616,427,155	564,687,562
Orange County Unified Transportation Trust	16,895	110,000	1,232,990
Regional Rail	103,560,874	37,059,171	66,029,362
Scholarship Fund	24,562	20,418	20,078
Service Authority for Freeway Emergencies	8,307,813	9,430,805	10,996,692
State Transit Assistance Fund	16,227,379	0	0
Transit Development Capital Project	67,733,067	62,849,511	76,273,997
<b>Total Authority</b>	<b>\$ 1,296,803,324</b>	<b>\$ 1,650,235,994</b>	<b>\$ 1,698,469,795</b>



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# MEASURE M2



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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## Measure M2

### *Description*

On November 7, 2006, the voters of Orange County chose to extend the M1 half-cent sales tax for another 30 years from 2011 through 2041. The M2, administered by OCTA, will generate billions of dollars to improve transportation in Orange County. M2 is designed to reduce traffic congestion and enhance overall mobility. Improvements in the plan include improving key freeways, upgrading major interchanges, adding capacity, and maintaining streets and roads. M2 allocates 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects. OCTA's most recent projections estimate the total at \$15 billion.

### *Next 10 Delivery Plan*

In November 2022, an update to the Next 10 Delivery Plan was approved by the Board, reflecting new cash flows, schedules, and project information. This comprehensive plan reviewed priorities and funding commitments over a ten fiscal year period (FY 2022-23 - FY 2031-32) to ensure that promises made in the M2 Investment Plan can continue to be delivered. While the updated Next 10 Delivery Plan incorporates the lower M2 sales tax revenue forecast than originally anticipated, OCTA has been fortunate in leveraging external state and federal funding to help deliver projects. This review confirmed that the Next 10 Delivery Plan remains deliverable.





## Freeway Program

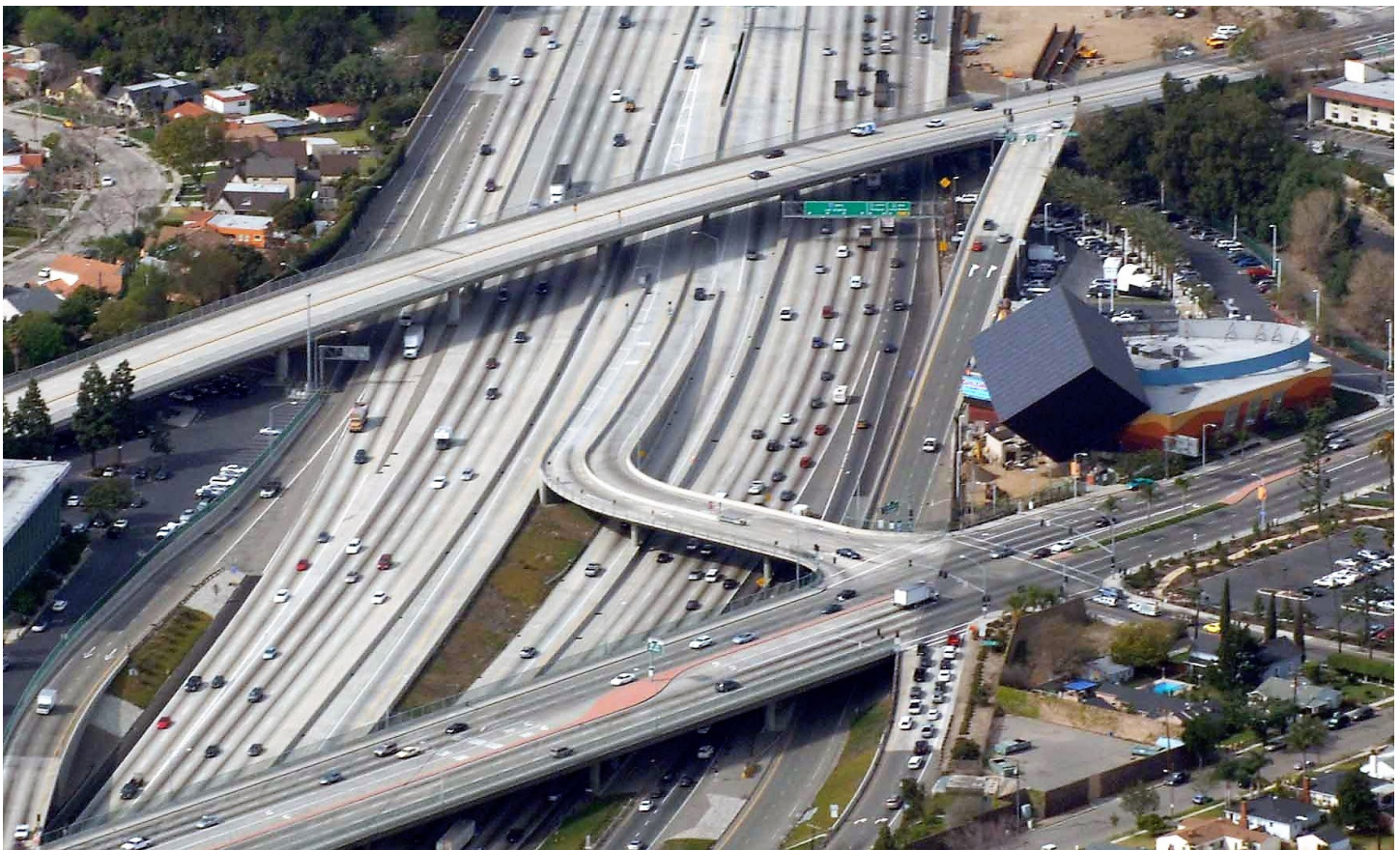
### *Description*

The largest component of the overall M2 Program is the Freeway Program. It receives 43 percent of the net sales tax revenue. In the approved 2022 update to the Next 10 Delivery Plan, \$6.3 billion in freeway projects will be delivered, and by FY 2029-30, an estimated 26 out of 30 total M2 freeway project segments are scheduled to be completed with the four remaining projects are on track to be cleared by 2032.

The I-405 Improvement Project, at \$1.6 billion in estimated cost, will be the largest capital project that OCTA has delivered in its history. The project, slated to open in FY 2023-24, is concurrently under construction. Another major freeway project that OCTA has been working on is the \$577 million I-5 South County Improvements Project in south Orange County. Construction began in FY 2018-19 and will be completed in three segments with the first segment scheduled for

completion in FY 2023-24 and the last segment scheduled for completion in FY 2025-26.

Within the Freeway Program, the Environmental Mitigation Program (EMP) is designed to address biological impacts from the M2 freeway projects and is achieved through a comprehensive mitigation effort in exchange for streamlined approval by state and federal agencies of the M2 freeway projects. OCTA contributes approximately \$2.9 million annually into an endowment fund for long-term management of seven OCTA Preserves, areas of protected land in Orange County. The M2 Environmental Cleanup Program helps improve overall water quality in Orange County from transportation-generated pollution. Program funds are allocated on a competitive basis to assist jurisdictions in meeting the federal Clean Water Act's goals of controlling transportation-generated pollution.





**Freeway Program, continued**

**Goals in FY 2023-24**

- In FY 2023-24 the Freeway Program will complete construction on the I-405 Improvement Project. The project improvements include adding a general-purpose lane in each direction of the I-405 Freeway from Euclid Street to the Interstate 605 (I-605) Interchange (Project K) and adding an additional lane in each direction that will combine with the existing HOV lane to provide dual tolled express lanes in each direction on the I-405 from State Route 73 (SR-73) to I-605. The project is anticipated to be completed in late 2023.
- Construction will continue on the I-5 Improvement projects between SR-73 and El Toro Road (Project C, D). The project improvements include adding one general purpose lane in each direction of the I-5 Freeway from Avery Parkway to Alicia Parkway in both directions and extending the second HOV lane from Alicia Parkway to El Toro Road in both directions. The project is anticipated to be completed in the fall of 2024.
- The Freeway Program will continue to seek state and federal grant funding opportunities to leverage sales tax revenue and deliver all M2 freeway projects as promised to the voters of Orange County.

**Accomplishments in FY 2022-23**

- The first quarter marked the start of the construction of State Route 55 between I-405 and SR-55 to link central Orange County and beyond the coastal region with several improvements in both directions. The project will improve mobility and reduce congestion on the freeway.
- During the first quarter, the I-405 between SR-73 and I-605 project saw the re-opening of the Westminster Boulevard and Heil Street overcrossing bridge, thereby representing 11 of 18 bridge replacements completed.
- The Board selected and approved a new consultant to perform a new PSR/project development support document for the State Route 57 northbound from Lambert Road to Tonner Canyon.
- The California Association of Public Information Officers (CAPIO) honored OCTA with two Excellence in Public Information and Communications (EPIC) awards for the I-405 Improvement Project.

Freeway Program	
Project	FY 2023-24 Budget
SR-55, I-405 to SR-91 (Project F)	145,401,627
I-5, SR-73 to El Toro Road (Project C)	93,671,200
I-405, SR-73 to I-605 (Project K)	85,274,407
I-5, I-405 to SR-55 (Project B)	25,366,000
SR-91, SR-55 to SR-57 (Project I)	21,770,612
I-605, Katella Ave. Interchange (Project M)	2,833,000
SR-57, Orangewood Ave. to Katella Ave. (Project G)	1,785,000
I-5, El Toro Road Interchange (Project D)	700,000
SR-91, SR-241 to SR-71 (Project J)	27,500
<b>Freeway Program Total</b>	<b>\$ 376,829,346</b>



# Measure M2 Program

## Streets and Roads Program

### Description

The M2 Streets and Roads Program comprises the Regional Capacity Program, Regional Traffic Signal Synchronization Program (RTSSP), and Local Fair Share Program, which are designed to help fix potholes, improve intersections, synchronize traffic signals county-wide, and make the existing network of streets and roads safer and more efficient. The Streets and Roads Program receives 32 percent of net sales tax revenue.

### Goals in FY 2023-24

- OCTA will continue to retime and optimize the entire network of signals at least twice which will equal to more than 4,000 intersections over a ten-year period.
- The Streets and Roads Program aims to provide funds to local agencies under Regional Capacity Program (Project O) to fund additional capacity and roadway improvements throughout Orange County to address bottlenecks and gaps in the street system, and synchronize traffic signals to ensure drivers hit the most green lights during peak traffic hours (Project P).
- OCTA will continue to provide flexible funding to help cities and the County of Orange to keep up with the rising cost of repairing the aging street system such as pothole repair, traffic, and pedestrian safety near schools through the Local Fair Share Program.

## Accomplishments in FY 2022-23

- The OCTA board approved programming \$2.8 million in competitive funds for 12 projects focused on removing visible pollutants, such as litter and debris, from roads before they reach waterways and the ocean. These projects include purchasing or upgrading screens, filters, and inserts for catch basins, and other devices designed to remove pollutants.
- The Regional Capacity Program (Project O) enabled OCTA to release the 2023 Call for Projects for \$24 million via a competitive grant program. This funding is available to local agencies for additional road improvements throughout Orange County. Since 2011, over 173 projects totaling more than \$350 million have been awarded by OCTA.
- Through the RTSSP 2022 Call for Projects, approximately \$10.2 million was made available for signal synchronization projects in Orange County. To date, OCTA and local agencies have synchronized more than 3,445 intersections along more than 886 miles of streets improving travel times and reducing delays in local commutes.
- In September 2022, Measure M2 Streets and Roads program surpassed \$1 billion in funding allocations and distributions to help improve streets and roads network in addition to local transportation priorities.

Streets and Roads Program	
Project	FY 2023-24 Budget
Local Fair Share (Project Q)	81,212,172
Regional Capacity Program (Project O)	56,368,500
Regional Traffic Signal Synchronization (Project P)	47,234,000
OC Bridges (Project O)	225,000
<b>Streets and Roads Program Total</b>	<b>\$ 185,039,672</b>



## M2 Transit Program

### Description

The M2 Transit Program consists of various programs targeted to improve rail and bus service and facilities in Orange County. M2 Transit Program receives 25 percent of the net sales tax revenue. These funds support Metrolink service, add transit extensions to the Metrolink corridor, reduce bus fares for senior citizens and persons with disabilities, and establish local circulators.

### Accomplishments in FY 2022-23

- Construction of the OC Streetcar reached a major milestone as construction crews have completed Fairview Street and Fifth Street at-grade crossings, installed an embedded track on Santa Ana Boulevard between Santiago Street and Minter Street and completed several key intersections in Downtown Santa Ana.
- OCTA’s Project V has successfully emerged from the pandemic as ridership and service levels have increased in comparison to the same period from previous year. As a result, Dana Point Summer Trolley has restored operations and Laguna Summer Breeze is scheduled to provide additional weekend service.

### Goals in FY 2023-24

- Through the M2 High Frequency Metrolink funds (Project R), OCTA continues to allocate funds to support Metrolink service in Orange County.
- Through the use of Transit Extensions to Metrolink funding (Project S), OCTA will continue the construction of the OC Streetcar Project including a new maintenance and storage facility. The facility will house the streetcar vehicles which are anticipated to be delivered by the manufacturer once installation of walls, conduit and piping, roof curbs and skylights are complete.
- Through the community-based transit/circulators program (Project V), OCTA will continue to allocate M2 funds and facilitate successful community transit/circulators to offer expanded service in local communities of Orange County.
- OCTA also looks forward to continuing the Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) which provides funds to support mobility options for this demographic. This program will allocate 3.47 percent of M2 sales tax revenues to over 35 cities and agencies to provide services and stabilize transit fares.

### M2 Transit Program

Project	FY 2023-24 Budget
Community-Based Transit Circulator (Project V)	9,890,000
Senior Mobility and Non-Emergency Medical Programs (Project U)	8,857,244
Regional Rail Project Support (Project R)	1,992,750
Safe Transit Stops (Project W)	1,325,000
Transit Extensions to Metrolink (Project S)	175,000
<b>M2 Transit Program Total</b>	<b>\$ 22,239,994</b>





# Measure M2 Program

## M2 Program Funds

### Local Transportation Authority (LTA) M2 Fund

The LTA Fund incorporates all activities associated with the M2 Ordinance approved in November 2006. The M2 Ordinance extended the already established one-half percent sales tax to fund transportation-related projects.

The M2 Ordinance covers a 30-year period beginning April 1, 2011 to March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures are accounted for in this fund.

### Local Transportation Authority Measure M2

FY 2023-24 Sources	Amount	
Taxes	\$ 461,559,981	56%
Use of Prior Year Designations	210,843,984	26%
Federal Capital Assistance Grants	91,020,000	11%
Interest Income	32,216,735	4%
Operating Transfers In	27,517,541	3%
SB1 Transit Funding	250,000	0%
Other Non-operating Revenue	72,000	0%
<b>Total Sources</b>	<b>\$ 823,480,241</b>	

### Local Transportation Authority Measure M2

FY 2023-24 Uses	Amount	
Capital Expenditure	\$ 342,871,784	42%
Services and Supplies	319,194,090	39%
Operating Transfers Out	161,414,367	19%
<b>Total Uses</b>	<b>\$ 823,480,241</b>	





## Local Transportation Authority Measure M2 Sources & Uses

Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5100 Passenger Fares	132,665,090	0	0
6020 State Assistance	5,264,688	0	0
6040 Federal Capital Assistance Grants	5,607,430	132,226,088	91,020,000
6050 Reimbursement from Other Agencies	3,229,192	300,000	0
6101 Taxes	424,896,566	417,196,489	461,559,981
6107 SB1 Transit Funding	3,427,657	5,075,000	250,000
6200 Interest Income	-21,430,305	8,826,518	32,216,735
6300 Other Non-operating Revenue	348,988	73,400	72,000
6500 Operating Transfers In	19,799,881	41,718,737	27,517,541
6550 Proceeds Sale of Capital Asset	1,226,803	0	0
<b>Subtotal Revenues</b>	<b>\$ 575,035,990</b>	<b>\$ 605,416,232</b>	<b>\$ 612,636,257</b>
Use of Prior Year Designations	0	154,910,668	210,843,984
<b>Total Sources</b>	<b>\$ 575,035,990</b>	<b>\$ 760,326,900</b>	<b>\$ 823,480,241</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7400 Overhead Allocation	22,165,150	29,349,841	37,590,852
7500 Professional Services	61,583,565	79,599,192	84,410,999
7600 General and Administrative	273,150	372,698	391,362
7800 Contributions to Other Agencies	96,733,084	167,611,532	196,800,877
8200 Operating Transfers Out	177,598,300	140,357,870	161,414,367
9000 Capital Expenditures	127,652,706	343,035,767	342,871,784
<b>Subtotal Expenses</b>	<b>\$ 486,005,955</b>	<b>\$ 760,326,900</b>	<b>\$ 823,480,241</b>
Designations	89,030,035	0	0
<b>Total Uses</b>	<b>\$ 575,035,990</b>	<b>\$ 760,326,900</b>	<b>\$ 823,480,241</b>



# Measure M2 Program

## M2 Program Funds, continued

### M2 Bond Debt Service Fund

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund. This fund

also accounts for the federal government payment to OCTA of a 35 percent subsidy (subject to federal tax code adjustments) that offsets interest expense for taxable Build America Bonds.

Measure M2 Bond Debt Service Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6200 Interest Income	3,597,061	5,856,737	6,212,429
6500 Operating Transfers In	49,706,340	54,883,650	54,871,900
<b>Subtotal Revenues</b>	<b>\$ 53,303,401</b>	<b>\$ 60,740,387</b>	<b>\$ 61,084,329</b>
<b>Total Sources</b>	<b>\$ 53,303,401</b>	<b>\$ 60,740,387</b>	<b>\$ 61,084,329</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
8111 Interest Expense	35,371,400	34,948,650	33,951,900
8112 Principal Payment On Long Term Debt	8,455,000	19,935,000	20,920,000
8200 Operating Transfers Out	5,698,445	5,856,737	6,212,429
<b>Subtotal Expenses</b>	<b>\$ 49,524,845</b>	<b>\$ 60,740,387</b>	<b>\$ 61,084,329</b>
Designations	3,778,556	0	0
<b>Total Uses</b>	<b>\$ 53,303,401</b>	<b>\$ 60,740,387</b>	<b>\$ 61,084,329</b>

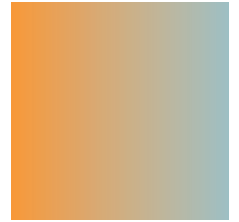


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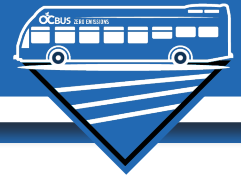


# TRANSIT



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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## Bus Program

### Description

As a multimodal transportation agency serving Orange County, OCTA’s bus service is one of the agency’s core programs. OCTA’s goal is to provide Orange County residents and visitors with safe, reliable, and convenient service throughout the county that is sustainable over the long-term.

OCTA’s bus system currently offers 52 different routes serving nearly 5,250 bus stops. The bus routes are broken down into three distinct types of services. Local and community routes travel between cities throughout the service area. Limited-stop service is provided on some of the local routes providing faster travel times through the service area, and the Stationlink service provides a link from Metrolink stations to work centers. OCTA provides special services funded through the Federal Transit Administration (FTA) to serve persons of low income, seniors, and persons with disabilities under the Section 5310 Enhanced Mobility for Seniors and Disabled (EMSD) Grant Programs. In addition, OCTA funds and administers community transportation services offered through the Senior Mobility Program (SMP).

OCTA also provides OC ACCESS, which is a shared-ride service for people who are unable to use the regular, fixed-route OC Bus service because of functional limitations. This service is required by the Americans

with Disabilities Act (ADA). OCTA offers a non-ADA Same-Day Taxi program and Transit Network Company pilot program to OC ACCESS eligible customers as well.

M2 allocates 1.47 percent of net revenues to stabilize fares for seniors and persons with disabilities. This is included as farebox revenue and the calculation of the farebox recovery ratio. Bus Operations are dependent upon external revenue sources to supplement farebox revenue and help offset operating expenditures for fixed-route and paratransit services. The primary revenue sources are state sales tax revenues, federal and state operating grants, and property tax contributions.

### Fixed-Route

The current fixed-route network provides bus service on 36 local lines, eight community lines, four limited-stop lines, and four Stationlink rail feeder lines. The local lines represent the majority of transit options offered throughout Orange County and operate along major arterials comprising a “grid” network. The limited-stop lines are provided on select local route corridors and are designed to provide an attractive rapid transit option by decreasing travel time and improving travel speed within high use corridors, while offering connections to key destinations, major attractions, and Metrolink train services. Community lines use smaller





# Bus Program



buses to accommodate roadway constraints or lower passenger demand and provide connections to the local lines. Stationlink rail feeder service is provided to the Metrolink commuter rail stations in Orange County that are considered destination stations, ensuring a connection between rail stations and employment centers for Metrolink commuters.

### ***Paratransit (OC ACCESS)***

The OC ACCESS Program provides complementary transit service within a ¼ mile corridor of all OCTA fixed-route service to persons with disabilities. These passengers must be certified by OCTA to use the OC ACCESS system by meeting the ADA eligibility criteria. The use of supplemental taxi services is one of a variety of cost mitigation measures being employed.

Bus Capital Program	
Project	FY 2023-24 Budget
Bus Purchases	94,140,000
Transit Security & Operations Center	58,869,000
Bus Base and Transit Center Projects	38,473,600
Farebox Replacement	11,730,000
Transit Technology and Communications Capital	8,210,000
Bus Operations Support Vehicles	560,000
<b>Bus Capital Program Total</b>	<b>\$ 211,982,600</b>





OCTA also continues its focus on developing partnerships to provide alternative transportation options for seniors and persons with disabilities. In addition, OCTA offers a non-ADA Same-Day Taxi service and Transit Network Company pilot program, which allows OC ACCESS eligible customers to schedule a partially subsidized trip. OC Flex is a shared-ride micro-transit service. This service provides riders the ability to book and pay for a ride in real-time through the use of a mobile application.

### Goals in FY 2023-24

- Implement bus improvements from the Making Better Connections plan.
- Evaluate non-ADA Transit Network Company pilot program for OC ACCESS eligible customers.
- Install new hydrogen fueling station at the Garden Grove bus base.
- Purchase 40, 40-foot FCEB and 10, 40-foot BEB fixed-route buses as well as 112, 20-foot vans, 13, 22-foot cutaway, and 10, 22-foot BEB paratransit vehicles as the current respective fleets reach their useful life.

### Accomplishments in FY 2022-23

- Reached new three-year collective bargaining agreement with Teamsters 952 for the Maintenance staff.
- Continued evaluation of Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB) programs.
- Completed request for proposal (RFP) for new contracted fixed-route service provider.

### Bus Program Funds

#### Local Transportation Fund (LTF)

In 1971, the Transportation Development Act (TDA) established the LTF via a one-quarter cent sales tax collected in Orange County. LTF revenues are used only for public transit and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed-route bus operations, and paratransit services. LTF revenues may also be used as a local match for FTA grants. For budgeting purposes, OCTA utilizes sales tax forecast provided by Muni Services, LLC.





# Bus Program

## Cost Summary

### FY 2023-24 Approved Budget

	Performance Indicators	Directly Operated Fixed-Route	Contracted Fixed-Route	OC ACCESS	ADA Taxi Service	Same Day Taxi Service	Transit Network Company	Special Agency Services	OC Flex	System Total
<b>Service Provided</b>	Vehicle Hours (VH)	1,034,761	562,341	673,454						2,270,555
	Vehicle Miles (VM)	12,376,192	7,277,905	10,384,095						30,038,192
	Revenue Hours (RVH)	957,951	515,186	565,871					11,543	2,050,551
	Revenue Miles (RVM)	10,655,124	6,109,436	8,658,267						25,422,827
<b>Passenger Usage</b>	Boardings	22,744,566	8,149,538	825,258	281,814	55,458	21,081	297,506	23,013	32,398,234
	Boardings per VH	21.98	14.49	1.23						14.27
	Boardings per VM	1.84	1.12	0.08						1.08
	Boardings per RVH	23.74	15.82	1.46						15.80
	Boardings per RVM	2.13	1.33	0.10						1.27
<b>Operating Costs</b>	Costs	\$194,191,646	\$95,786,128	\$66,127,283	\$15,657,664	\$1,602,507	\$624,745	\$8,420,045	\$1,801,352	\$384,211,370
	Cost per VH	\$187.67	\$170.33	\$98.19						\$169.21
	Cost per VM	\$15.69	\$13.16	\$6.37						\$12.79
	Cost per RVH	\$202.72	\$185.93	\$116.86					\$156.06	\$187.37
	Cost per RVM	\$18.23	\$15.68	\$7.64						\$15.11
	Cost per Boarding	\$8.54	\$11.75	\$80.13	\$55.56	\$28.90	\$29.64	\$28.30	\$78.28	\$11.86
<b>Fare Revenues</b>	Revenue	\$24,804,444	\$9,530,998	\$4,957,736	\$1,136,615				\$38,944	\$40,468,735
	Revenue per VH	\$23.97	\$16.95	\$7.36						\$17.82
	Revenue per VM	\$2.00	\$1.31	\$0.48						\$1.35
	Revenue per RVH	\$25.89	\$18.50	\$8.76					\$3.37	\$19.74
	Revenue per RVM	\$2.33	\$1.56	\$0.57						\$1.59
	Revenue per Boarding	\$1.09	\$1.17	\$6.01					\$1.69	\$1.25
<b>Subsidy</b>	Subsidy per Boarding	\$7.45	\$10.58	\$74.12					\$76.58	\$9.49
<b>Farebox Recovery Ratio</b>		<b>12.77%</b>	<b>9.95%</b>	<b>7.50%</b>						<b>10.53%</b>
<b>Farebox Recovery Ratio (SB 508 (Chapter of 716, Statutes of 2015): Revisions to the Transportation Development Act (TDA))</b>										<b>16.38%</b>

\* All paratransit boardings are reported in terms of trips.





Local Transportation Fund Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6104 Sales Tax Revenue	215,741,037	212,568,231	230,730,885
6200 Interest Income	-4,968,846	45,535	351,161
<b>Subtotal Revenues</b>	<b>\$ 210,772,191</b>	<b>\$ 212,613,766</b>	<b>\$ 231,082,046</b>
<b>Total Sources</b>	<b>\$ 210,772,191</b>	<b>\$ 212,613,766</b>	<b>\$ 231,082,046</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7500 Professional Services	1,844,372	2,104,636	2,284,464
7600 General and Administrative	4,643	0	0
7800 Contributions to Other Agencies	2,959,379	2,966,864	3,236,909
8200 Operating Transfers Out	4,920,677	207,542,266	225,320,713
<b>Subtotal Expenses</b>	<b>\$ 9,729,071</b>	<b>\$ 212,613,766</b>	<b>\$ 230,842,086</b>
Designations	201,043,120	0	239,960
<b>Total Uses</b>	<b>\$ 210,772,191</b>	<b>\$ 212,613,766</b>	<b>\$ 231,082,046</b>

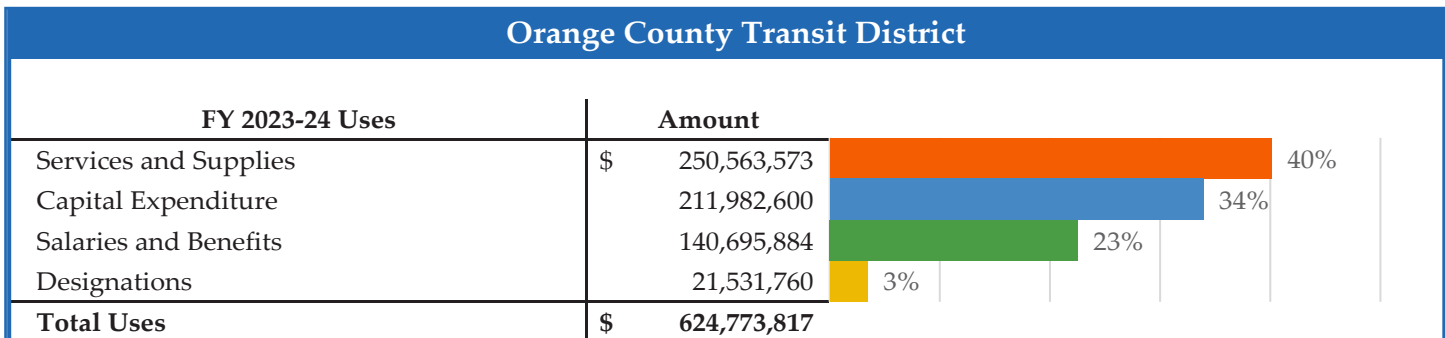
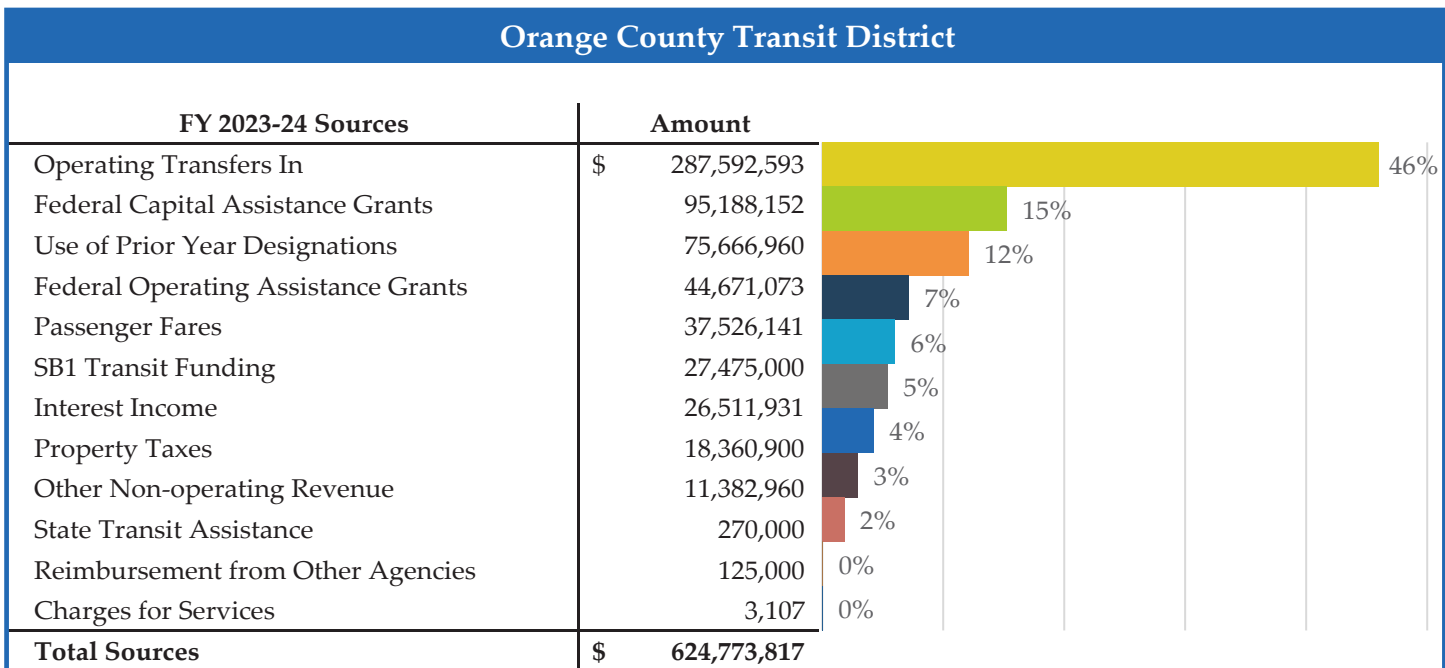


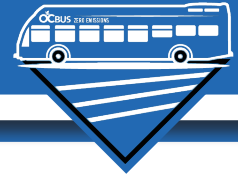


# Bus Program

## Orange County Transit District (OCTD)

The OCTD Fund supports the administrative, operational, and capital functions of bus operations, rail feeder, and paratransit bus service. The OCTD fund is designed to capture all revenue and expenses for bus-related activity. The fund is presented as an enterprise activity of the OCTA.





OCTD, continued

Orange County Transit District Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5100 Passenger Fares	27,670,084	34,579,889	37,526,141
5300 Charges for Services	854	0	3,107
6010 State Transit Assistance	959,504	1,868,000	270,000
6020 State Assistance	863,079	520,000	0
6030 Federal Operating Assistance Grants	254,717,571	168,076,214	44,671,073
6040 Federal Capital Assistance Grants	8,914,270	22,965,724	95,188,152
6050 Reimbursement from Other Agencies	788,605	203,500	125,000
6100 Property Taxes	19,646,266	17,841,700	18,360,900
6107 SB1 Transit Funding	0	22,677,000	27,475,000
6110 License Fees	35	0	0
6200 Interest Income	-21,848,708	7,937,991	26,511,931
6300 Other Non-operating Revenue	11,292,990	9,019,197	11,382,960
6500 Operating Transfers In	42,225,166	258,802,590	287,592,593
<b>Subtotal Revenues</b>	<b>\$ 345,229,716</b>	<b>\$ 544,491,805</b>	<b>\$ 549,106,857</b>
Use of Prior Year Designations	0	132,036,669	75,666,960
<b>Total Sources</b>	<b>\$ 345,229,716</b>	<b>\$ 676,528,474</b>	<b>\$ 624,773,817</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7100 Salaries and Benefits	92,799,186	126,043,915	140,695,884
7300 Purchased Transportation Services	77,396,971	100,030,919	123,561,623
7400 Overhead Allocation	46,777,556	47,540,000	49,944,009
7500 Professional Services	23,664,516	26,730,908	29,968,744
7540 Insurance Claims/Premiums	18,150	0	0
7600 General and Administrative	11,761,295	10,706,428	10,210,320
7700 Maintenance Parts and Fuel	22,055,264	25,489,690	32,443,558
7702 Fuel, Tires and Maintenance Parts	51,350	166,013	317,476
7800 Contributions to Other Agencies	2,245,251	3,187,576	4,117,843
8200 Operating Transfers Out	382,445	800,000	0
9000 Capital Expenditures	15,701,155	174,631,789	211,982,600
<b>Subtotal Expenses</b>	<b>\$ 292,853,139</b>	<b>\$ 515,327,238</b>	<b>\$ 603,242,057</b>
Designations	52,376,577	161,201,236	21,531,760
<b>Total Uses</b>	<b>\$ 345,229,716</b>	<b>\$ 676,528,474</b>	<b>\$ 624,773,817</b>



## Bus Program

### **State Transit Assistance Fund (STAF)**

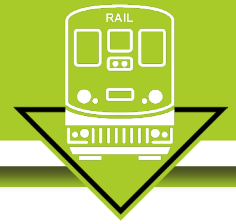
The STAF was created by the California Legislature in 1979 and provides a second source of TDA funding for transportation planning and mass transportation purposes. STAF revenues are derived from sales tax on diesel fuel. As of 2017, this revenue increased based on the passage of SB 1. These revenues may be used for capital and operating expenditures related to public transportation.

<b>State Transit Assistance Fund Sources &amp; Uses</b>			
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
6104 Sales Tax Revenue	21,262,076	21,851,022	51,258,654
6107 SB1 Transit Funding	23,840,854	24,716,953	6,885,695
6200 Interest Income	7,499	20,558	120,365
<b>Subtotal Revenues</b>	<b>\$ 45,110,429</b>	<b>\$ 46,588,533</b>	<b>\$ 58,264,714</b>
<b>Total Sources</b>	<b>\$ 45,110,429</b>	<b>\$ 46,588,533</b>	<b>\$ 58,264,714</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
7600 General and Administrative	987	0	0
8200 Operating Transfers Out	28,883,050	46,588,533	58,264,714
<b>Subtotal Expenses</b>	<b>\$ 28,884,037</b>	<b>\$ 46,588,533</b>	<b>\$ 58,264,714</b>
Designations	16,226,392	0	0
<b>Total Uses</b>	<b>\$ 45,110,429</b>	<b>\$ 46,588,533</b>	<b>\$ 58,264,714</b>

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## Regional Rail Program

### Description

Regional Rail service for Orange County Transportation Authority centers on Metrolink, Southern California’s commuter rail system linking residential communities to employment and activity centers. Formed in 1991, Metrolink is operated by the Southern California Regional Rail Authority (SCRRA) – a Joint Powers Authority of five agencies representing the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Metrolink serves as the link between the five Southern California counties serviced by the SCRRA, in addition to a portion of San Diego as a sixth county, by providing commuters transportation connectivity for medium to long-range trips. Metrolink currently serves seven service lines and 63 stations, all over a 534 route-mile network. There are three rail lines serving Orange County: Orange County Line, Inland Empire-OC Line, and 91/Perris Valley Line. The three lines serving Orange County provide a total of 45 trains each weekday and 16 trains each weekend serving 11 Orange County stations. Major structural, security, access, and capacity improvements are currently underway at many of the stations throughout Orange County. Metrolink ridership continues to be impacted by a change in rider behavior due to the pandemic. The FY 2023-24 budget assumes service levels will remain at 90% of pre-pandemic levels.

### Goals in FY 2023-24

- By the end of FY 2023-24 Metrolink will complete several of the phase 1 Southern California Optimized Rail Expansion (SCORE) projects. These include the Burbank Junction Speed Improvement, Chatsworth Station Improvements, Marengo Siding Extension, and Rancho Cucamonga Siding Extension projects. These projects will help to upgrade the Metrolink system before the Los Angeles 2028 Summer Olympic and Paralympic Games.
- Continued commitment to Metrolink’s long term Climate Action Plan that addresses climate change, air quality, and other pressing sustainability issues to help advance our aggressive goal for zero emissions by FY 2027-28.
- Metrolink remains committed to meeting its Disadvantaged Business Enterprise (DBE) Program overall goal of 14% of contracted business. This allows us to continue to create a level playing field on which disadvantaged businesses can compete fairly and to maintain funding provided by the U.S. Department of Transportation (DOT) we use to further maintain our programs.





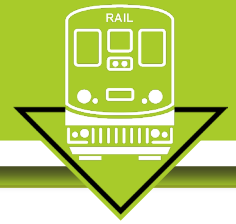
## Regional Rail Program

### Regional Rail Program, continued

#### Accomplishments in FY 2022-23

- Metrolink completed the new and improved Anaheim Canyon Metrolink station in late January 2023, facilitating a more comfortable rail experience for passengers traveling through north Orange County. The station features a new second track of approximately 3,400 feet, allowing more than one train at a time to stop at or pass through the station.
- Completed emergency work to stabilize the train tracks between the Mission Viejo/Laguna Niguel and Oceanside stations which occurred due to erosion.
- Metrolink began work on the Burbank Junction Speed Improvement Project to provide passengers with wait times of no more than 30 minutes. The project is part of Phase 1 of the agency's Southern California Optimized Rail Expansion (SCORE) program and aims to reduce travel times by allowing for increased speeds and more efficient operations.
- Metrolink transitioned the locomotive fleet fuel from petroleum diesel to renewable diesel, becoming the first agency nationwide to be 100% petroleum fuel free by the end of 2022.





Regional Rail Capital Program	
Project	FY 2023-24 Budget
Placentia Metrolink Rail Station	10,000,000
Mission Viejo/Laguna Niguel Slope Stabilization	5,715,000
San Juan Creek Bridge Replacement	4,995,000
Coastal Slope Stabilization	3,655,000
Anaheim Canyon Metrolink Station	357,000
Orange County Maintenance Facility	320,000
Irvine Station Improvements	297,000
Serra Siding Project	252,000
Signal Respacing and Control Point	150,000
<b>Regional Rail Capital Program Total</b>	<b>\$ 25,741,000</b>





# Regional Rail Program

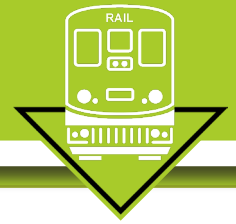
## Regional Rail Funds

### Regional Rail Fund

The Regional Rail Fund accounts for the operation of regional rail service and the maintenance of OCTA-owned right-of-way. Commuter rail service travels through Orange County between Los Angeles and San Diego Counties on the Orange County Line, between the cities of San Bernardino and Oceanside on the Inland Empire-Orange County Line, and between the City of Perris and Los Angeles County on the 91/Perris Valley Line. Orange County commuter rail service, part of the regional Metrolink network,

is operated by SCRRA. As one of five member agencies, OCTA Board members participate on the SCRRA Board. OCTA staff members participate on SCRRA's Technical Advisory Committee, which makes policy and operation recommendations to the SCRRA Board. OCTA also coordinates design and construction work along Orange County's rail corridors, and coordinates all rail projects with appropriate OCTA departments, corridor cities, and other agencies impacted by necessary improvements.

Regional Rail Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6020 State Assistance	-706	0	0
6030 Federal Operating Assistance Grants	9,470,888	0	0
6040 Federal Capital Assistance Grants	0	2,140,000	4,240,000
6050 Reimbursement from Other Agencies	313,471	110,169	572,000
6200 Interest Income	-7,643,070	1,939,364	6,011,996
6300 Other Non-operating Revenue	1,410,398	979,000	3,500
6500 Operating Transfers In	110,004,552	39,321,002	54,838,508
6550 Proceeds Sale of Capital Asset	0	2,000,000	1,882,703
<b>Subtotal Revenues</b>	<b>\$ 113,555,533</b>	<b>\$ 46,489,535</b>	<b>\$ 67,548,707</b>
Use of Prior Year Designations	0	0	9,769,646
<b>Total Sources</b>	<b>\$ 113,555,533</b>	<b>\$ 46,489,535</b>	<b>\$ 77,318,353</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7400 Overhead Allocation	3,103,812	3,688,882	4,922,395
7500 Professional Services	11,022,629	7,991,845	60,108,822
7600 General and Administrative	35,779	700	8,890
7800 Contributions to Other Agencies	80,712	635,150	686,650
8200 Operating Transfers Out	6,890,847	5,741,482	6,366,596
9000 Capital Expenditures	2,173,280	7,375,000	5,225,000
<b>Subtotal Expenses</b>	<b>\$ 23,307,059</b>	<b>\$ 25,433,059</b>	<b>\$ 77,318,353</b>
Designations	90,248,474	21,056,476	0
<b>Total Uses</b>	<b>\$ 113,555,533</b>	<b>\$ 46,489,535</b>	<b>\$ 77,318,353</b>



## Regional Rail Funds, continued

Regional Rail	
FY 2023-24 Sources	Amount
Operating Transfers In	\$ 54,838,508 71%
Use of Prior Year Designations	9,769,646 13%
Interest Income	6,011,996 8%
Federal Capital Assistance Grants	4,240,000 5%
Proceeds Sale of Capital Asset	1,882,703 2%
Reimbursement from Other Agencies	572,000 1%
Other Non-operating Revenue	3,500 0%
<b>Total Sources</b>	<b>\$ 77,318,353</b>

Regional Rail	
FY 2023-24 Uses	Amount
Services and Supplies	\$ 65,726,757 85%
Operating Transfers Out	\$ 6,366,596 8%
Capital Expenditure	5,225,000 7%
<b>Total Uses</b>	<b>\$ 77,318,353</b>





## Local Rail Program

### Local Rail Program

#### **Description**

Measure M2 establishes a competitive program that enables local jurisdictions to enhance regional transit capabilities by creating new connections to Orange County Metrolink stations. Through transit extensions to the Metrolink Program (Project S), the cities of Santa Ana and Garden Grove developed a fixed-guideway project that would address this need.

The project will link the Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, intercity, and international bus services, to a new multimodal hub at Harbor Boulevard/Westminster Avenue in Garden Grove.

The OC Streetcar will serve the historic downtown Santa Ana and Civic Center, which includes government offices, federal, state, and local courthouses, unique restaurants and shops, an artists' village, several colleges, and various community enrichment organizations.

In coordination with the Federal Transit Administration (FTA) and the cities of Santa Ana and Garden Grove, OCTA is the lead agency in designing, constructing, operating, and maintaining the 4.15-mile streetcar. With a current up-to project budget of \$579 million, the streetcar system will connect the SARTC through downtown Santa Ana to Harbor Boulevard and Westminster Avenue in the City of Garden Grove. In addition, OC Streetcar is expected to connect directly with 18 OCTA bus routes along the path.

Through November 2022, \$108.2 million has been drawn down on the Full Fund Grant Agreement.

#### **Goals in FY 2023-24**

- Continue construction of the remaining track, along with installation of street pavements, curbs, gutters and traffic signal poles, Santa Ana Regional Transportation Center tracks, platform station, and station canopies.
- Finalize equipping, dynamic testing, and inspection for eight vehicles.
- Outreach staff continue to evaluate and modify the Eat Shop Play program to expand its impact and increase awareness from the local community through a reallocation of resources.

#### **Accomplishments in FY 2022-23**

- Construction is 78 percent complete with several key construction activities having been completed. These completed items include the embedded track on Fourth Street, the installation of the first platform canopy near French Street, completion of the grading maintenance access road in the Pacific Electric ROW, and the Maintenance Storage Facilities achieved key activities to prepare storage for vehicles.
- 70 percent of the embedded track has been installed throughout the alignment.
- Cars 1-8 are in final assembly preparing to commence static and dynamic testing.
- The First Article Inspection for Car 1 was conducted in May 2022, and a reinspection was conducted in September 2022.
- Rail Activation Committee kick-off was held on October 2022 to prepare for the start-up and testing phase of the project.



## Local Rail Program Funds

### ***Transit Development Capital Projects Fund***

The Transit Development Capital Projects Fund was established to track capital projects administered by OCTA. This fund is primarily used to track OC Streetcar right-of-way property acquisition, utility relocation, engineering, and design services, accumulation of construction costs, manufacture, and quality assurance monitoring of the streetcars.

### Transit Development Capital Project

FY 2023-24 Sources	Amount		
Operating Transfers In	\$ 48,728,108		58%
Federal Capital Assistance Grants	35,104,196		42%
<b>Total Sources</b>	<b>\$ 83,832,304</b>		

### Transit Development Capital Project

FY 2023-24 Uses	Amount		
Capital Expenditure	\$ 51,733,997		62%
Services and Supplies	32,098,307		38%
<b>Total Uses</b>	<b>\$ 83,832,304</b>		



# Local Rail Program



## Transit Development Capital Project Sources & Uses

Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6040 Federal Capital Assistance Grants	45,236,681	31,009,949	35,104,196
6050 Reimbursement from Other Agencies	12,880,945	0	0
6300 Other Non-operating Revenue	2,137	0	0
6500 Operating Transfers In	10,903,527	37,281,567	48,728,108
<b>Subtotal Revenues</b>	<b>\$ 69,023,290</b>	<b>\$ 68,291,516</b>	<b>\$ 83,832,304</b>
<b>Total Sources</b>	<b>\$ 69,023,290</b>	<b>\$ 68,291,516</b>	<b>\$ 83,832,304</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7300 Purchased Transportation Services	248,418	2,100,000	7,400,000
7400 Overhead Allocation	760,389	5,442,005	7,558,307
7500 Professional Services	496,257	13,450,000	15,009,000
7600 General and Administrative	23,389	37,000	126,000
7800 Contributions to Other Agencies	110,068	1,780,000	2,005,000
9000 Capital Expenditures	41,397,579	45,482,511	51,733,997
<b>Subtotal Expenses</b>	<b>\$ 43,036,100</b>	<b>\$ 68,291,516</b>	<b>\$ 83,832,304</b>
Designations	25,987,190	0	0
<b>Total Uses</b>	<b>\$ 69,023,290</b>	<b>\$ 68,291,516</b>	<b>\$ 83,832,304</b>





**Local Rail Program Funds, continued**

**Local Rail Fund**

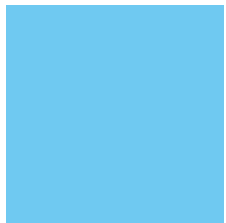
The Local Rail Fund was established to account for the administration and operations of the OC Streetcar. The project will include ten stops, with platforms in each direction, and a new maintenance and storage facility to accommodate a streetcar fleet of up to 15 vehicles.

Local Rail Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5100 Passenger Fares	0	0	221,885
6050 Reimbursement from Other Agencies	0	0	161,377
6200 Interest Income	193	0	0
6500 Operating Transfers In	915,057	1,042,165	4,302,536
<b>Subtotal Revenues</b>	<b>\$ 915,250</b>	<b>\$ 1,042,165</b>	<b>\$ 4,685,798</b>
Use of Prior Year Designations	473,299	0	0
<b>Total Sources</b>	<b>\$ 1,388,549</b>	<b>\$ 1,042,165</b>	<b>\$ 4,685,798</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7300 Purchased Transportation Services	0	0	2,072,767
7400 Overhead Allocation	864,603	992,165	1,126,889
7500 Professional Services	523,946	50,000	1,146,942
9000 Capital Expenditures	0	0	339,200
<b>Subtotal Expenses</b>	<b>\$ 1,388,549</b>	<b>\$ 1,042,165</b>	<b>\$ 4,685,798</b>
<b>Total Uses</b>	<b>\$ 1,388,549</b>	<b>\$ 1,042,165</b>	<b>\$ 4,685,798</b>

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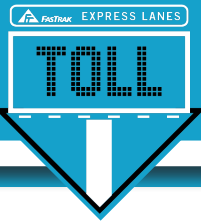


# EXPRESS LANES



ORANGE COUNTY TRANSPORTATION AUTHORITY

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## Express Lanes Program

### *Description*

Built at a cost of \$135 million, the Orange County section of the 91 Express Lanes project was authorized as a toll road by the State of California in 1989. In 1995, this ten-mile toll facility was opened.

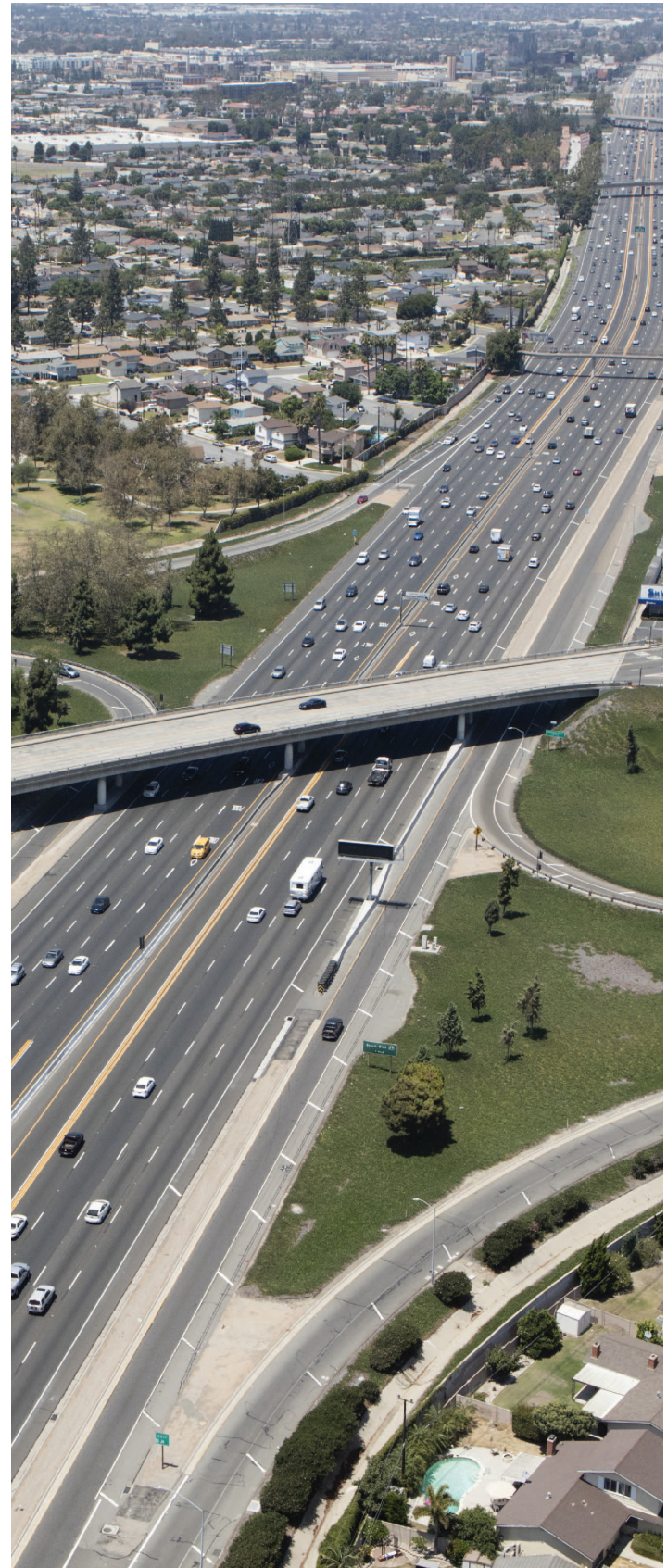
An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor.

In cooperation with Caltrans, OCTA is widening the I-405 between SR-73 and I-605. The project will improve 16 miles of I-405 and includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits, and bridges.

It will also construct the 405 Express Lanes from SR-73 to I-605. The new express lanes, with the construction of one new lane in each direction and incorporating the existing carpool lanes and connectors that opened in 2014, will include two lanes in each direction.

The new 405 Express Lanes, which are expected to be completed in 2023, will be a key component to maximizing throughput along the corridor.





## Express Lanes Program

### 91 Express Lanes

#### Description

The 91 Express Lanes is a four-lane, 18-mile toll road in Orange and Riverside counties. Located in the median of SR-91 between the SR-55/SR-91 interchange and the SR-91/I-15 interchange, the toll road is jointly managed by OCTA and the Riverside County Transportation Commission (RCTC).

In 2008, RCTC received authority to extend the Express Lanes an additional eight miles into Riverside County. The RCTC 91 Corridor Improvement Project added regular lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the northbound Interstate 15 (I-15) to the westbound SR-91 and from the eastbound SR-91 to the southbound I-15. The Riverside County section of the 91 Express Lanes opened in March 2017.

Trips along the 91 Express Lanes are anticipated to decrease by 200,000 to 19.5 million in FY 2023-24.

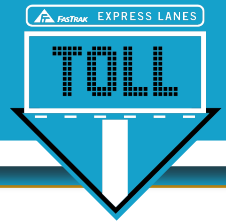


#### Goals in FY 2023-24

- Install new Electronic Toll and Traffic Management system equipment onto the new gantries.
- Maintain customer safety through keeping assistance patrols at current levels to provide the safety support our travelers rely on and expect.
- Continue to maintain financial stability by continuing OCTA's history of conservative investments, proactive management, and forward-thinking improvements that will allow the 91 Express Lanes to continue offering the dependable, predictable, safe travel alternative that customers have relied on since 2003.
- Begin the construction phase of the SR-91 - SR-55 to Lakeview Ave (Segment 1) project.

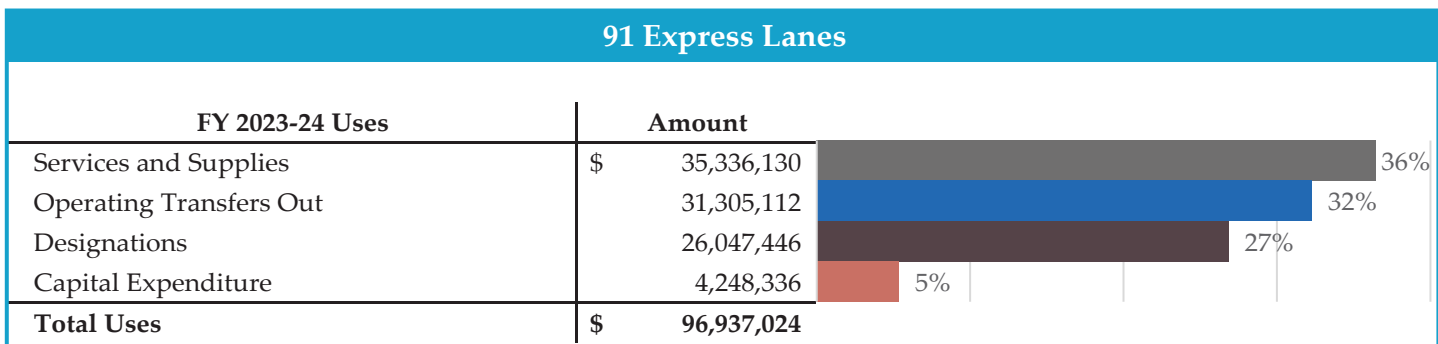
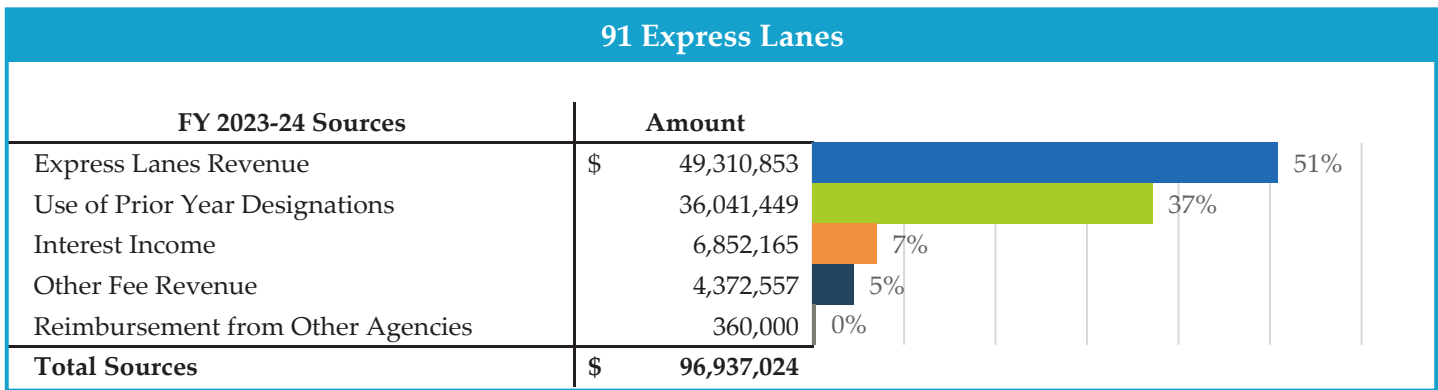
#### Accomplishments in FY 2022-23

- The 91 Express Lanes have maintained strong ratings from all three credit agencies.
- The new back office system has incorporated features that have facilitated transaction management and provided enhanced customer relationships.
- Traffic volumes and toll revenues reached an all-time high prior to Coronavirus (COVID-19) pandemic.
- The new 91 Express Lanes website has continuously made account management more accessible for our busy customers.
- OCTA has completed the design phase of the SR-91 - SR-55 to Lakeview Ave (Segment 1) project.



## SR-91 Express Lanes Fund

The 91 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program related expenses being covered by program generated revenue. Revenue includes both toll and non-toll related revenues.





# Express Lanes Program

## 91 Express Lanes, continued

91 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5500 Express Lanes Revenue	56,069,102	50,948,001	49,310,853
5550 Other Fee Revenue	8,778,972	3,655,000	4,372,557
6050 Reimbursement from Other Agencies	978,238	300,000	360,000
6200 Interest Income	-7,193,881	1,882,512	6,852,165
6300 Other Non-operating Revenue	7,291	0	0
<b>Subtotal Revenues</b>	<b>\$ 58,639,722</b>	<b>\$ 56,785,513</b>	<b>\$ 60,895,575</b>
Use of Prior Year Designations	0	39,897,000	36,041,449
<b>Total Sources</b>	<b>\$ 58,639,722</b>	<b>\$ 96,682,513</b>	<b>\$ 96,937,024</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7300 Purchased Transportation Services	6,149,459	7,719,141	8,046,637
7400 Overhead Allocation	3,002,641	3,591,496	4,604,114
7500 Professional Services	6,165,478	9,989,860	10,437,454
7540 Insurance Claims/Premiums	469,970	825,000	350,000
7600 General and Administrative	287,917	888,500	832,100
7800 Contributions to Other Agencies	3,763,631	165,150	270,000
8111 Interest Expense	4,011,978	3,699,700	3,335,825
8112 Principal Payment On Long Term Debt	0	7,095,000	7,460,000
8200 Operating Transfers Out	14,101,436	35,862,000	31,305,112
9000 Capital Expenditures	2,217,890	4,035,000	4,248,336
<b>Subtotal Expenses</b>	<b>\$ 40,170,400</b>	<b>\$ 73,870,847</b>	<b>\$ 70,889,578</b>
Designations	18,469,322	22,811,666	26,047,446
<b>Total Uses</b>	<b>\$ 58,639,722</b>	<b>\$ 96,682,513</b>	<b>\$ 96,937,024</b>





## 405 Express Lanes

### Description

When construction is complete by the end of calendar year 2023, the I-405 Express Lanes will be a four-lane, High-Occupancy Toll (HOT) corridor on I-405, stretching from SR-55 to I-605. The Express Lanes will provide commuters with a reliable travel option compared to the adjacent general-purpose lanes. It will have a variable toll rate depending on traffic demand, with the purpose of maximizing throughput in the corridor while keeping the HOT lanes free flowing.

A mix of toll-paying and carpool vehicles will utilize the lanes, which will be cost free for carpool vehicles with two or more riders (HOV2+) during non-peak hours, and cost free all day for carpool vehicles with three or more riders (HOV3+). After the initial three and a half years in operation, HOV2+ will begin paying tolls, but HOV3+ will remain cost free.

Because the I-405 is owned by Caltrans, OCTA entered into a cooperative agreement with Caltrans to define

the roles and responsibilities of each agency. The 405 Express Lanes will be owned by Caltrans but leased to OCTA for a period of 40 years, beginning on the first day the 405 Express Lanes opens for public use and toll operations.

OCTA, in cooperation with Caltrans, is widening the I-405 between SR-73 and I-605. The project will improve 16 miles of the I-405 between the SR-73 in Costa Mesa and the I-605 near the Los Angeles County line. The project will add one general-purpose lane in each direction between Euclid Street and the I-605, and will include making improvements to freeway entrances, exits, and bridges. It will also add one additional lane and use the existing carpool lane to construct the 405 Express Lanes, two lanes in each direction from SR-73 to I-605. The new express lanes will be a key component to maximizing throughput along the corridor. The 405 Express Lanes Fund will account for the operating and capital expenses of the 405 Express Lanes.



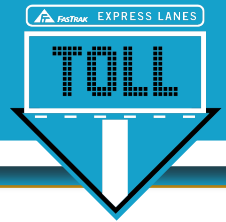


## Accomplishments in FY 2022-23

- Completed construction of the Westminster Boulevard bridge, Fairview Road bridge, and the Heil Avenue pedestrian bridge as part of the I-405 Improvement Project.
- The 405 Express Lanes project is more than 85 percent complete, and 11 of 18 bridges scheduled for replacement are now complete and open to traffic.
- Bolsa Chica Road, Goldenwest Street, Bolsa Avenue, and Brookhurst Street bridge have completed phase one and will be open to traffic during construction.

## Goals in FY 2023-24

- Complete construction activities involving the replacement and widening of bridges related to the 405 Express Lanes project.
- Minimize the impact of construction on commuters by working on a schedule during traffic down times when possible.
- Complete implementation of a Back-Office System/ Customer Service Center to service the future 405 Express Lanes.
- Continue outreach with residents on upcoming construction activities and receiving their input on what can help benefit their needs.
- Begin operation of the 405 Express Lanes in late 2023.



## 405 Express Lanes Fund

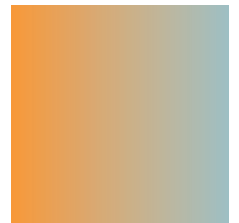
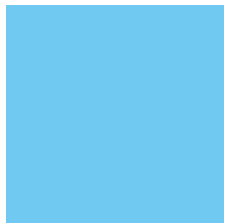
The 405 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program-related expenses being covered by program-generated revenue. Revenue includes both toll and non-toll revenues such as violation fees and account maintenance fees.

405 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5500 Express Lanes Revenue	0	0	23,250,625
5550 Other Fee Revenue	0	0	286,875
6050 Reimbursement from Other Agencies	77	0	0
6200 Interest Income	-1,523,167	0	0
<b>Subtotal Revenues</b>	<b>\$ -1,523,090</b>	<b>\$ 0</b>	<b>\$ 23,537,500</b>
Use of Prior Year Designations	162,963,966	88,693,682	61,241,644
<b>Total Sources</b>	<b>\$ 161,440,876</b>	<b>\$ 88,693,682</b>	<b>\$ 84,779,144</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7300 Purchased Transportation Services	0	0	12,401,850
7400 Overhead Allocation	1,426,764	5,546,331	3,638,884
7500 Professional Services	502,854	3,159,010	8,299,135
7540 Insurance Claims/Premiums	0	920,000	1,250,000
7600 General and Administrative	4,861	388,600	1,417,100
7800 Contributions to Other Agencies	1,130,421	0	839,750
8111 Interest Expense	3,343,962	32,141,000	12,094,594
8200 Operating Transfers Out	132,665,090	0	0
9000 Capital Expenditures	22,366,924	46,538,741	44,837,831
<b>Subtotal Expenses</b>	<b>\$ 161,440,876</b>	<b>\$ 88,693,682</b>	<b>\$ 84,779,144</b>
<b>Total Uses</b>	<b>\$ 161,440,876</b>	<b>\$ 88,693,682</b>	<b>\$ 84,779,144</b>

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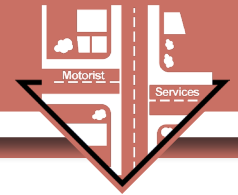


# MOTORIST SERVICES



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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## Motorist Services Program

### **Description**

Motorist Services includes the SAFE program. The SAFE Program is comprised of FSP, Freeway Call Box Network, and Orange County 511 Service, all designed and operated to assist motorists on Orange County's network of freeways.

### **SAFE**

### **Description**

California statute authorized SAFE in 1985 to enable counties to generate revenue for purchasing, installing, operating, and maintaining a system of motorist aid call boxes.

The Call Box Program consists of the freeway call box system that assists motorists requiring roadside aid. It was developed to allow motorists to report road hazards, mechanical breakdowns, traffic accidents, and other incidents.

The FSP service is operated jointly by the California Highway Patrol (CHP), Caltrans, and OCTA. The service includes a fleet of 35 tow trucks patrolling freeways during peak commuting hours to assist motorists with disabled vehicles and improve traffic flow. SAFE partners with the Los Angeles County SAFE (LA SAFE), Caltrans, CHP, and Ventura County Transportation Commission in the development of a motorist aid and traffic information system known as 511. This service offers a toll-free number with an interactive voice response telephone system, mobile application, and web interface that can provide callers with traffic speeds and travel times on state highways, help callers plan a public transit trip, and provide information on commuter services such as carpool/vanpool, bicycling, and park and ride.

SAFE is funded through a \$1 per year fee collected from motor vehicle registration within Orange County as authorized by California Streets and Highways

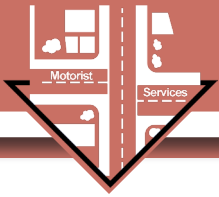
Code Section 2555. Additionally, SAFE receives funding from the State Highway Account through Caltrans, and from Orange County's half-cent transportation sales tax, Measure M2 Project N, for FSP operations. On April 28, 2017, SB1 transportation funding package was signed into law and provides additional annual funding to the FSP Program.

### **Accomplishments in FY 2022-23**

- Successfully procured new service agreements for four FSP service areas.
- Successfully brought RCTC and San Bernardino County Transportation Authority into the LA/Orange/Ventura County 511 system.
- Negotiated a fair-share 511 system funding agreement with LA SAFE.
- Through OCTA's Public Outreach Section, distributed 511 outreach materials to the public at several events during the fiscal year.

### **Goals in FY 2023-24**

- Transition FSP service for four FSP Service Areas to new contracts and contractors by December 1, 2023.
- Start new FSP services on the 405 Express Lanes.
- Migrate the FSP radio system from its current low-band system to OCTA's more reliable cellular-based Open Sky radio system.
- Issue an RFP or exercise an option term for Call Box and 511 Call Center Services.
- Continue to work with OCTA's Public Outreach section to develop 511 outreach materials and increase 511 outreach through joint public outreach efforts.



# Motorist Services Program

## Service Authority for Freeway Emergencies Sources & Uses

### Sources Summary

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6050 Reimbursement from Other Agencies	3,837	0	0
6103 DMV Fees	2,895,829	2,600,000	2,900,000
6107 SB1 Transit Funding	1,054,286	1,850,000	1,875,000
6200 Interest Income	-144,477	10,250	80,643
6300 Other Non-operating Revenue	4,502,817	2,205,000	2,255,000
6500 Operating Transfers In	0	4,006,346	5,730,721
<b>Subtotal Revenues</b>	<b>\$ 8,312,292</b>	<b>\$ 10,671,596</b>	<b>\$ 12,841,364</b>
Use of Prior Year Designations	1,373,843	0	0
<b>Total Sources</b>	<b>\$ 9,686,135</b>	<b>\$ 10,671,596</b>	<b>\$ 12,841,364</b>

### Uses Summary

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7400 Overhead Allocation	1,378,322	1,240,791	1,844,672
7500 Professional Services	7,707,428	8,565,739	9,346,884
7600 General and Administrative	553,558	815,066	987,700
7800 Contributions to Other Agencies	4,971	0	0
9000 Capital Expenditures	41,856	50,000	662,108
<b>Subtotal Expenses</b>	<b>\$ 9,686,135</b>	<b>\$ 10,671,596</b>	<b>\$ 12,841,364</b>
<b>Total Uses</b>	<b>\$ 9,686,135</b>	<b>\$ 10,671,596</b>	<b>\$ 12,841,364</b>



### SAFE Fund

The SAFE Fund was created to collect revenue and facilitate the operation of the SAFE Program. The fund captures revenues and expenses associated with the operations of the program.

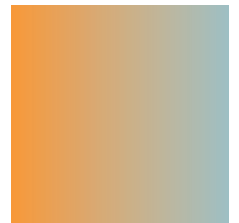
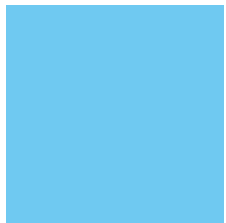


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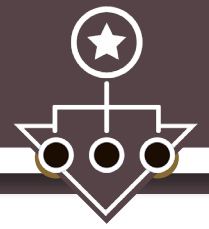


# ADMINISTRATION



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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## Administration Program

### **Description**

OCTA's Administration Program provides the staff to oversee Regional Rail, Freeways, Streets and Roads, Express Lanes, Local Rail, Motorist Services, and Bus Programs.

OCTA is organized into divisions that provide specialized services to the programs, such as accounting, financial analysis, procurement, planning, marketing, government relations, and human resources. Staff that support the Bus Program charge directly to the Orange County Transit District fund. All other staff charge to the General Fund. These General Fund salaries and benefits are allocated to the funds that support each of the programs.

### **Cost Allocation**

In addition to salaries and benefits, the General Fund is a cost center for other overhead costs, such as insurance, information technology software and hardware, utilities, leases, and general capital expenditures.

The General Fund expenditures, less the General Fund revenues, are allocated to the proprietary funds using a cost allocation methodology.

OCTA uses a robust cost allocation plan methodology that maximizes the direct charge of OCTA's personnel, materials, supplies, and contractors to projects whenever possible. Indirect costs for each internal service are then allocated using a basis of allocation that has been determined after evaluation of usage and benefit received. Cost Allocation bases include factors such as square feet of space occupied, number of personnel recruitments, purchase orders, accounting transactions, dollar volume, among others. Each department may have cost allocation basis specific to the internal services that department provides.

The Accounting Department applies the cost allocation methodology to allocate costs monthly, with an annual adjustment at the end of the fiscal year. The budget uses the allocation rates from the most recent complete fiscal year as a starting point.

### **Los Angeles - San Diego - San Luis Obispo (LOSSAN) Agency**

OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. The LOSSAN is currently administered by 18 dedicated OCTA staff. These positions are funded through the Interagency Transfer Agreement with the State of California.





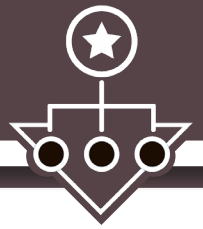
# Administration

## Administrative Program Staffing

OCTA is comprised of seven divisions. Each division is organized by department. The table below shows staffing levels for FY 2021-22 through FY 2023-24.

Division / Department	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Office</b>			
Executive Office - CEO	5.00	5.00	5.00
Internal Audit	6.00	6.00	6.00
Express Lanes and Motorist Services	12.00	10.00	10.00
Public Information Office	4.00	4.00	4.00
Clerk of the Board	4.00	5.00	5.00
Security and Emergency Preparedness	5.00	6.00	7.00
<b>Executive Office</b>	<b>36.00</b>	<b>36.00</b>	<b>37.00</b>
<b>Finance and Administration</b>			
Chief Financial Officer	4.00	4.00	4.00
Accounting and Financial Reporting	20.00	21.00	22.00
Financial Planning and Analysis	12.00	13.00	13.00
Revenue Administration	8.00	8.00	9.00
Contracts Administration and Materials Management	57.00	59.00	60.00
Information Systems	38.00	41.00	43.00
General Services	21.50	21.50	22.00
Treasury Department	2.00	2.00	2.00
<b>Finance and Administration</b>	<b>162.50</b>	<b>169.50</b>	<b>175.00</b>
<b>People and Community Engagement</b>			
Executive Director, PACE	3.00	3.00	3.00
Human Resources	26.00	27.00	27.00
Learning and Development	5.00	5.00	5.00
Risk Management	7.00	7.00	7.00
Safety	9.00	10.00	10.00
Director, Marketing and Public Outreach	2.00	3.00	3.00
Marketing & Customer Engagement	21.00	21.00	21.00
Public Outreach	12.00	12.00	12.00
<b>People and Community Engagement</b>	<b>85.00</b>	<b>88.00</b>	<b>88.00</b>
<b>Government Relations</b>			
Executive Director, Government Relations	9.50	9.00	9.00
<b>Government Relations</b>	<b>9.50</b>	<b>9.00</b>	<b>9.00</b>

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Additional administrative requirements across the organization prompted increases in administrative staffing levels. Staffing levels again increased across the organization in FY 2023-24, the result of new operating service support requirements and additional administrative requirements.

Division / Department	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<b>Planning</b>			
Executive Director, Planning	5.00	5.00	5.00
Director, Strategic Planning	3.00	3.00	3.00
Planning and Analysis	24.00	25.00	26.00
Capital and Local Programs	11.50	13.50	13.50
<b>Planning</b>	<b>43.50</b>	<b>46.50</b>	<b>47.50</b>
<b>Capital Programs</b>			
Executive Director, Capital Programs	19.00	19.00	19.00
Rail	4.00	4.00	4.00
Highway Project Delivery	11.00	11.00	11.00
<b>Capital Programs</b>	<b>34.00</b>	<b>34.00</b>	<b>34.00</b>
<b>Operations</b>			
Chief Operating Officer	3.00	2.00	2.00
Executive Director, Bus Operations	3.00	3.00	3.00
Bus Operations	665.50	696.50	688.50
Contract Transportation Services	17.50	19.50	20.00
Maintenance	215.50	217.50	221.50
Scheduling and Bus Operations Support	13.00	13.00	13.00
Regional Rail	5.00	5.00	5.00
Local Rail	2.00	4.00	8.00
LOSSAN Staff Administration	18.00	18.00	18.00
<b>Operations</b>	<b>942.50</b>	<b>978.50</b>	<b>979.00</b>
<b>Total Authority</b>	<b>1,313.00</b>	<b>1,361.50</b>	<b>1,369.50</b>



# Administration

## Administrative Funds

### General Fund

The OCTA General Fund contains the administrative functions for OCTA. These functions include management, finance, project delivery, procurement, human resources, planning, government relations, marketing, and outreach. Several divisions contribute to the successful completion of these responsibilities.

General Fund	
FY 2023-24 Sources	Amount
Management Fee	\$ 111,822,873 83%
Reimbursement from Other Agencies	7,064,634 5%
State Assistance	6,975,000 5%
Operating Transfers In	5,302,024 4%
Interest Income	2,448,317 2%
Federal Operating Assistance Grants	1,066,915 1%
Other Non-operating Revenue	329,300 0%
Federal Capital Assistance Grants	275,000 0%
<b>Total Sources</b>	<b>\$ 135,284,063</b>

General Fund	
FY 2023-24 Uses	Amount
Salaries and Benefits	\$ 78,814,342 58%
Services and Supplies	45,372,368 34%
Capital Expenditure	11,097,353 8%
<b>Total Uses</b>	<b>\$ 135,284,063</b>





**General Fund, continued**

<b>General Fund Sources &amp; Uses</b>			
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
6020 State Assistance	153,564	1,975,000	6,975,000
6030 Federal Operating Assistance Grants	5,256,831	1,615,000	1,066,915
6040 Federal Capital Assistance Grants	1,738,334	3,525,000	275,000
6050 Reimbursement from Other Agencies	3,675,385	6,485,959	7,064,634
6103 DMV Fees	22	0	0
6200 Interest Income	4,749,707	907,314	2,448,317
6300 Other Non-operating Revenue	335,897	341,100	329,300
6400 Management Fee	80,693,217	97,786,927	111,822,873
6500 Operating Transfers In	4,920,677	5,692,831	5,302,024
<b>Subtotal Revenues</b>	<b>\$ 101,523,634</b>	<b>\$ 118,329,131</b>	<b>\$ 135,284,063</b>
<b>Total Sources</b>	<b>\$ 101,523,634</b>	<b>\$ 118,329,131</b>	<b>\$ 135,284,063</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
7100 Salaries and Benefits	63,333,728	72,147,949	78,814,342
7400 Overhead Allocation	249	0	0
7500 Professional Services	15,855,790	25,954,345	34,274,188
7600 General and Administrative	6,177,569	4,799,353	10,284,825
7800 Contributions to Other Agencies	4,449,872	1,381,910	813,355
8111 Interest Expense	437,022	0	0
9000 Capital Expenditures	471,922	14,045,574	11,097,353
<b>Subtotal Expenses</b>	<b>\$ 90,726,152</b>	<b>\$ 118,329,131</b>	<b>\$ 135,284,063</b>
Designations	10,797,482	0	0
<b>Total Uses</b>	<b>\$ 101,523,634</b>	<b>\$ 118,329,131</b>	<b>\$ 135,284,063</b>



## Administration

### **Additional Retirement Benefit Account (ARBA) Trust Fund**

OCTA currently provides a supplemental retirement benefit known as ARBA. This benefit is offered to retired members of Orange County Employees Retirement System (OCERS) to assist OCTA employees in maintaining health insurance coverage following their retirement from OCTA. OCTA does not provide retiree medical benefits. The ARBA benefit was funded and administered pursuant to a 1994 Memorandum of Understanding (and its subsequent amendments) with OCERS. The ARBA benefit was originally fund-

ed through excess earnings of the retirement system and held as part of the unallocated fund balance. As the unallocated fund balance was reduced due to benefit payments and market performance, participating agencies began contributing 0.5 percent of payroll. In April 2008, OCTA entered into a new agreement with OCERS to administer ARBA. OCTA currently funds ARBA based on biennial actuarial valuations. The most recent actuarial study recommended 0.98 percent of payroll be set aside in the budget to fund the benefit.

<b>ARBA Trust Fund Sources &amp; Uses</b>			
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
6200 Interest Income	-2,592,178	2,079,084	678,594
6300 Other Non-operating Revenue	631,418	656,000	886,460
<b>Subtotal Revenues</b>	<b>\$ -1,960,760</b>	<b>\$ 2,735,084</b>	<b>\$ 1,565,054</b>
Use of Prior Year Designations	3,433,726	0	253,227
<b>Total Sources</b>	<b>\$ 1,472,966</b>	<b>\$ 2,735,084</b>	<b>\$ 1,818,281</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
7800 Contributions to Other Agencies	1,472,966	2,735,071	1,818,281
<b>Subtotal Expenses</b>	<b>\$ 1,472,966</b>	<b>\$ 2,735,071</b>	<b>\$ 1,818,281</b>
Designations	0	13	0
<b>Total Uses</b>	<b>\$ 1,472,966</b>	<b>\$ 2,735,084</b>	<b>\$ 1,818,281</b>



**Internal Service Fund (ISF) – Personal Liability and Property Damage (PL and PD) Fund**

The PL and PD Fund was established to consolidate the accounting of revenues and expenditures associated with personal liability and property damage for the entirety of OCTA.

The revenues recorded in these funds are comprised of charges, insurance recoveries, and interest earnings. The expenses are comprised of insurance payouts, claims, and stop-loss insurance coverage.

Internal Service Fund-PL and PD Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
5300 Charges for Services	7,341,011	5,627,335	4,150,255
6200 Interest Income	-555,323	277,743	797,133
6300 Other Non-operating Revenue	76,276	250,000	125,000
<b>Subtotal Revenues</b>	<b>\$ 6,861,964</b>	<b>\$ 6,155,078</b>	<b>\$ 5,072,388</b>
Use of Prior Year Designations	1,155,271	0	0
<b>Total Sources</b>	<b>\$ 8,017,235</b>	<b>\$ 6,155,078</b>	<b>\$ 5,072,388</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7400 Overhead Allocation	180,102	249,476	226,218
7500 Professional Services	1,631,026	1,448,602	764,670
7540 Insurance Claims/Premiums	6,196,629	4,457,000	4,081,500
7800 Contributions to Other Agencies	9,478	0	0
<b>Subtotal Expenses</b>	<b>\$ 8,017,235</b>	<b>\$ 6,155,078</b>	<b>\$ 5,072,388</b>
<b>Total Uses</b>	<b>\$ 8,017,235</b>	<b>\$ 6,155,078</b>	<b>\$ 5,072,388</b>



## Administration

### ***ISF - Workers' Compensation Fund***

The Workers' Compensation Fund was established to consolidate the accounting of revenues and expenditures associated with workers' compensation for the entirety of OCTA. The revenues recorded in these funds are comprised of charges, insurance recoveries, and interest earnings. The expenses are comprised of insurance payouts, claims, and stop-loss insurance coverage.

<b>Internal Service Fund-Workers' Compensation Sources &amp; Uses</b>			
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
5300 Charges for Services	8,449,875	7,004,477	6,913,733
6200 Interest Income	-1,045,614	317,366	819,920
6300 Other Non-operating Revenue	37,054	63,000	0
<b>Subtotal Revenues</b>	<b>\$ 7,441,315</b>	<b>\$ 7,384,843</b>	<b>\$ 7,733,653</b>
<b>Total Sources</b>	<b>\$ 7,441,315</b>	<b>\$ 7,384,843</b>	<b>\$ 7,733,653</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
7400 Overhead Allocation	95,425	145,940	366,533
7500 Professional Services	21,872	405,000	276,120
7540 Insurance Claims/Premiums	4,770,819	6,498,903	6,791,000
7800 Contributions to Other Agencies	286,854	335,000	300,000
<b>Subtotal Expenses</b>	<b>\$ 5,174,970</b>	<b>\$ 7,384,843</b>	<b>\$ 7,733,653</b>
Designations	2,266,345	0	0
<b>Total Uses</b>	<b>\$ 7,441,315</b>	<b>\$ 7,384,843</b>	<b>\$ 7,733,653</b>



**Scholarship Fund**

The OCTA Scholarship Fund is funded through employee payroll deductions, cash contributions, and the recycling of bottles and cans. The scholarship fund benefits college age children, grandchildren of OCTA employees, and OCTA interns. To be eligible for this scholarship, students are required to write an essay as to why they want to attend college, or if applying for a second consecutive year, how their previous scholarship award was utilized to benefit their education or career. The essays are judged and recipients notified; award amounts vary based on contributions and earnings in that fiscal year.

Scholarship Fund Sources & Uses			
Sources Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
6200 Interest Income	-114	418	878
6300 Other Non-operating Revenue	21,595	20,000	19,200
<b>Subtotal Revenues</b>	<b>\$ 21,481</b>	<b>\$ 20,418</b>	<b>\$ 20,078</b>
Use of Prior Year Designations	3,081	0	0
<b>Total Sources</b>	<b>\$ 24,562</b>	<b>\$ 20,418</b>	<b>\$ 20,078</b>
Uses Summary			
Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
7500 Professional Services	7	0	0
7800 Contributions to Other Agencies	24,555	20,418	20,078
<b>Subtotal Expenses</b>	<b>\$ 24,562</b>	<b>\$ 20,418</b>	<b>\$ 20,078</b>
<b>Total Uses</b>	<b>\$ 24,562</b>	<b>\$ 20,418</b>	<b>\$ 20,078</b>

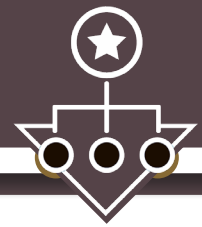


## Administration

### **Orange County Unified Transportation Trust (OCUTT) Fund**

The OCUTT Fund accumulates interest earned on the Transit Development Capital Projects Fund. In 2004, OCUTT funds were earmarked by the OCTA Board for project readiness activities managed by the Planning Division.

<b>Orange County Unified Transportation Trust Sources &amp; Uses</b>			
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
6200 Interest Income	-537,100	105,784	282,968
<b>Subtotal Revenues</b>	<b>\$ -537,100</b>	<b>\$ 105,784</b>	<b>\$ 282,968</b>
Use of Prior Year Designations	553,995	4,216	950,022
<b>Total Sources</b>	<b>\$ 16,895</b>	<b>\$ 110,000</b>	<b>\$ 1,232,990</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2021-22 Actuals</b>	<b>FY 2022-23 Budget</b>	<b>FY 2023-24 Budget</b>
7500 Professional Services	16,895	110,000	932,990
7800 Contributions to Other Agencies	0	0	300,000
<b>Subtotal Expenses</b>	<b>\$ 16,895</b>	<b>\$ 110,000</b>	<b>\$ 1,232,990</b>
<b>Total Uses</b>	<b>\$ 16,895</b>	<b>\$ 110,000</b>	<b>\$ 1,232,990</b>

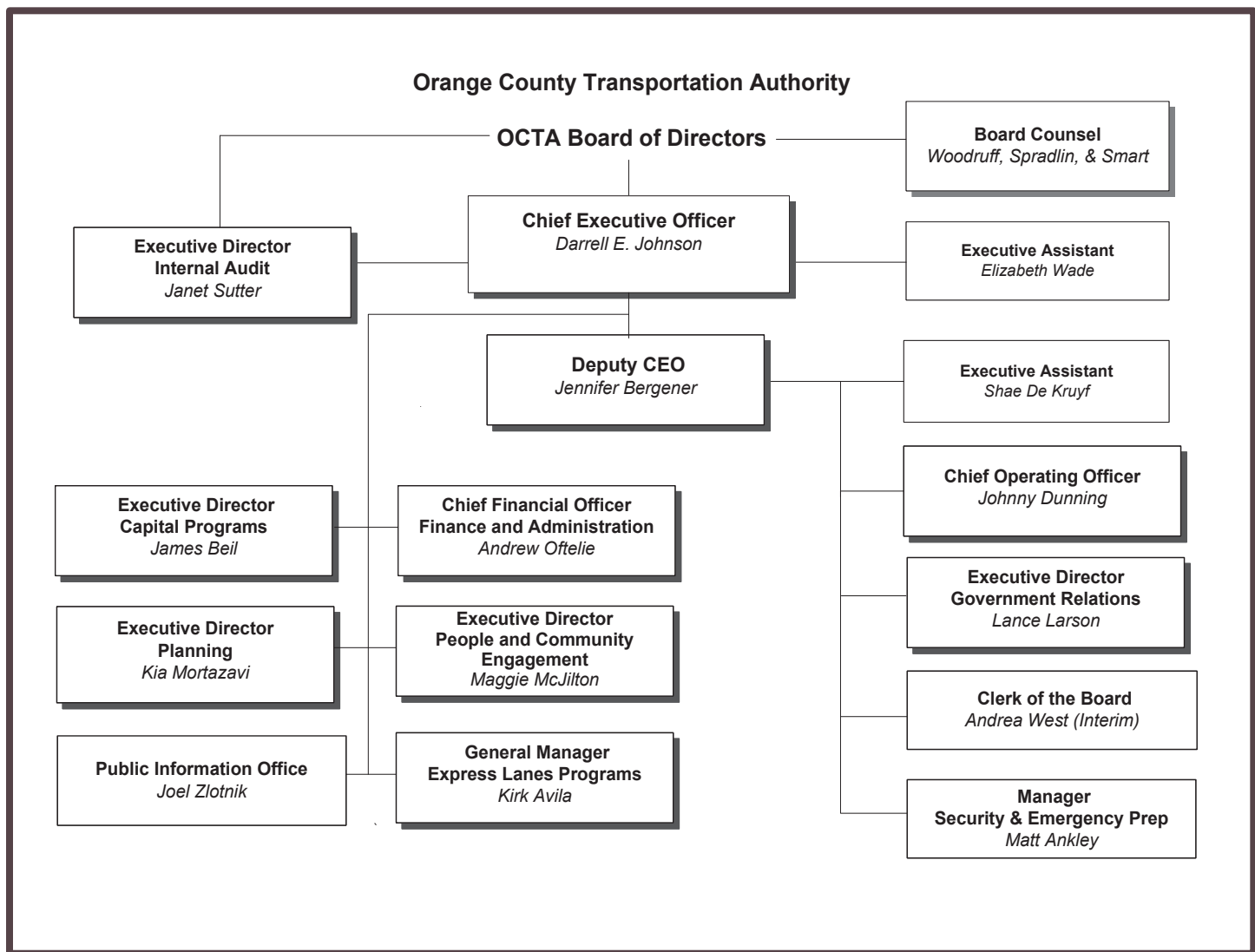


### Executive Office Division

The Executive Office Division is comprised of six departments and is responsible for providing management direction to all divisions. It also ensures to accurately record and preserve OCTA’s official and historical records as well as examine and evaluate financial, administrative, operational activities, and controls.

The Executive Office division oversees OCTA’s operations of the 91 Express Lanes and future I-405 Express Lanes. In addition, it is responsible for keeping the public up-to-date with any and all matters pertaining to OCTA. Lastly, this division handles the physical security, as well as emergency preparedness for OCTA.

### Executive Office Division Organizational Chart



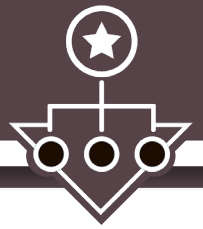


# Executive Office

## Executive Office Division Staffing

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Executive Office - CEO</u>			
Chief Executive Officer	1.00	1.00	1.00
Deputy Executive Officer	1.00	1.00	1.00
Executive Assistant	3.00	3.00	3.00
<b>Executive Office - CEO</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Internal Audit</u>			
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Internal Auditor	3.00	3.00	3.00
Section/Department Manager	1.00	1.00	1.00
<b>Internal Audit</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>
<u>Express Lanes and Motorist Services</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Director	1.00	0.00	0.00
Executive Assistant	3.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Financial Analyst	1.00	1.00	1.00
IS Project Manager	2.00	2.00	2.00
Project Manager	2.00	2.00	2.00
<b>Express Lanes and Motorist Services</b>	<b>12.00</b>	<b>10.00</b>	<b>10.00</b>
<u>Public Information Office</u>			
Communications Specialist	3.00	3.00	3.00
Department/Program Manager	1.00	1.00	1.00
<b>Public Information Office</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>Clerk of the Board</u>			
Clerk of the Board Specialist	2.00	3.00	2.00
Department/Program Manager	1.00	1.00	1.00
Government Relations Representative	0.00	0.00	1.00
Section/Department Manager	1.00	1.00	1.00
<b>Clerk of the Board</b>	<b>4.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Security and Emergency Preparedness</u>			
Department/Program Manager	1.00	1.00	1.00
Emergency Management Specialist	1.00	0.00	0.00
Executive Assistant	1.00	1.00	1.00
Project Manager	1.00	2.00	2.00
Section/Department Manager	0.00	1.00	1.00
Security Systems Administrator	0.00	0.00	1.00
Systems Software Analyst	1.00	1.00	1.00
<b>Security and Emergency Preparedness</b>	<b>5.00</b>	<b>6.00</b>	<b>7.00</b>
<b>Total Executive Office</b>	<b>36.00</b>	<b>36.00</b>	<b>37.00</b>





### Executive Office Expenses by Account

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,682,890	4,429,852	4,650,258
7150 Extra Help Employees	123,319	103,700	139,100
7209 Deferred Compensation	160,519	131,113	144,277
7210 Pensions	1,287,526	1,565,496	1,550,485
7220 Insurances	98,796	116,403	123,544
7240 Health Care	714,258	672,170	739,644
7260 Compensated Absences	436,223	522,477	595,062
7270 Workers' Compensation	105,899	83,944	143,662
7280 Other Benefits	401,172	307,813	394,982
<b>Subtotal Salaries and Benefits</b>	<b>\$ 7,010,602</b>	<b>\$ 7,932,968</b>	<b>\$ 8,481,014</b>
<u>Services and Supplies</u>			
7510 Professional Services	448,141	508,500	1,127,088
7610 Outside Services	8,182,416	8,823,961	10,012,979
7630 Advertising Fees	0	0	50,000
7650 Travel, Training, and Mileage	49,355	70,400	61,531
7660 Office Expense	7,808	23,500	25,250
7670 Miscellaneous Expense	294,544	396,829	581,986
7750 Maintenance Expense	20,130	12,599	12,418
7790 Other Materials and Supplies	7,099	28,000	28,000
<b>Subtotal Services and Supplies</b>	<b>\$ 9,009,493</b>	<b>\$ 9,863,789</b>	<b>\$ 11,899,252</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	36,000	36,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 36,000</b>	<b>\$ 36,000</b>
<b>Total Uses</b>	<b>\$ 16,020,095</b>	<b>\$ 17,832,757</b>	<b>\$ 20,416,266</b>

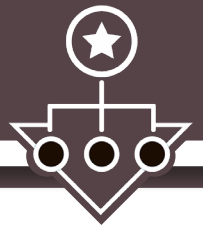


## Executive Office

### Executive Office - CEO

The CEO is responsible for providing management direction to all divisions and programs within OCTA while implementing the policy directives as articulated by the Board of Directors. The CEO and Deputy CEO's primary responsibilities include development and refinement of the organizational structure of OCTA, establishing and executing strategic plans, and fostering an environment conducive to employee development.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Office - CEO</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	852,143	893,772	926,906
7209 Deferred Compensation	63,761	26,392	28,709
7210 Pensions	279,639	318,491	310,949
7220 Insurances	21,284	23,430	24,583
7240 Health Care	101,272	101,978	111,203
7260 Compensated Absences	116,351	105,171	118,406
7270 Workers' Compensation	24,495	12,004	69,441
7280 Other Benefits	107,862	73,567	91,077
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,566,807</b>	<b>\$ 1,554,805</b>	<b>\$ 1,681,274</b>
<u>Services and Supplies</u>			
7510 Professional Services	5,945	8,500	0
7650 Travel, Training, and Mileage	9,546	18,068	18,068
7660 Office Expense	622	4,000	4,000
7670 Miscellaneous Expense	285,823	338,794	340,386
<b>Subtotal Services and Supplies</b>	<b>\$ 301,936</b>	<b>\$ 369,362</b>	<b>\$ 362,454</b>
<b>Executive Office - CEO Total</b>	<b>\$ 1,868,743</b>	<b>\$ 1,924,167</b>	<b>\$ 2,043,728</b>



## Internal Audit

Internal Audit is responsible for examining and evaluating the financial, administrative, and operational activities and controls of OCTA. The Internal Audit Department supplies management personnel at all levels with information to assist in their control of assets and operations.

The department provides a wide range of auditing services including: oversight of the annual independent financial audit, performing operational audits, contract compliance audits, federal and state audits, internal control assessments, investigations, pre-award Buy America reviews, and pre-award price reviews. The department also administers and investigates complaints received through OCTA's fraud hotline.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Internal Audit</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	755,358	801,194	829,179
7209 Deferred Compensation	26,679	23,690	25,714
7210 Pensions	272,217	283,598	276,250
7220 Insurances	18,910	21,034	22,019
7240 Health Care	102,655	100,967	109,667
7260 Compensated Absences	84,923	94,407	106,061
7270 Workers' Compensation	21,523	14,388	13,916
7280 Other Benefits	94,228	58,018	73,081
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,376,493</b>	<b>\$ 1,397,296</b>	<b>\$ 1,455,887</b>
<u>Services and Supplies</u>			
7510 Professional Services	257,168	125,000	810,588
7650 Travel, Training, and Mileage	9,077	7,894	7,894
7660 Office Expense	342	1,000	1,000
7670 Miscellaneous Expense	1,923	2,775	3,225
<b>Subtotal Services and Supplies</b>	<b>\$ 268,510</b>	<b>\$ 136,669</b>	<b>\$ 822,707</b>
<b>Internal Audit Total</b>	<b>\$ 1,645,003</b>	<b>\$ 1,533,965</b>	<b>\$ 2,278,594</b>



## Executive Office

### Express Lanes

The Express Lanes Department oversees the operations of the 91 Express Lanes, the 405 Express Lanes (to be operational in fall of 2023), and Motorist Services which includes the Service Authority for Freeway Emergencies (SAFE). It oversees all aspects of OCTA's toll road franchise from contracted operations and maintenance to customer service, violations processing, marketing, budgeting, and reporting. Staff also provides Express Lanes policy recommendations for OCTA Board consideration and serves as the key liaison with the State Route 91 Advisory Committee.

Motorist Services plans, directs, and administers services included in SAFE. SAFE operates the Freeway Service Patrol (FSP) Program, the Freeway Call Box system, and the Southern California 511 motorist aid traveler information system. For these programs, the Motorist Services Department personnel ensure that management, operational controls, and resources are in place to implement these programs effectively and efficiently.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Express Lanes and Motorist Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	862,988	1,176,818	1,208,801
7209 Deferred Compensation	35,734	34,868	37,484
7210 Pensions	306,556	416,029	401,352
7220 Insurances	24,612	30,954	32,101
7240 Health Care	162,444	210,849	219,696
7260 Compensated Absences	85,396	138,943	154,600
7270 Workers' Compensation	24,166	23,980	23,194
7280 Other Benefits	116,441	81,060	102,024
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,618,337</b>	<b>\$ 2,113,501</b>	<b>\$ 2,179,252</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,879	1,993	2,010
<b>Subtotal Services and Supplies</b>	<b>\$ 1,879</b>	<b>\$ 1,993</b>	<b>\$ 2,010</b>
<b>Express Lanes and Motorist Services Total</b>	<b>\$ 1,620,216</b>	<b>\$ 2,115,494</b>	<b>\$ 2,181,262</b>



### Public Information Office

The Public Information Office develops public information programs related to the various projects and services which OCTA delivers. Staff works strategically and creatively to gain consistent, clear media coverage of OCTA's policies, programs, promotions, and services. In addition to issuing news releases, staff also works on updating online media communications, and

fulfilling media requests for information. Staff regularly files press releases, organizes media briefings and roundtables, arranges tours, and schedules interview and filming sessions. The Public Information Office is responsible for OCTA speaker's bureau and corporate communications such as annual reports, Board briefing books, and fact sheets.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Public Information Office</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	473,047	489,469	497,297
7150 Extra Help Employees	14,453	10,200	45,600
7209 Deferred Compensation	18,957	14,502	15,453
7210 Pensions	165,568	172,222	165,981
7220 Insurances	11,712	12,874	13,230
7240 Health Care	27,324	30,658	33,062
7260 Compensated Absences	46,886	57,790	63,734
7270 Workers' Compensation	13,321	9,592	9,278
7280 Other Benefits	46,125	29,897	38,004
<b>Subtotal Salaries and Benefits</b>	<b>\$ 817,393</b>	<b>\$ 827,204</b>	<b>\$ 881,639</b>
<u>Services and Supplies</u>			
7510 Professional Services	152,113	6,000	7,500
7610 Outside Services	35,645	40,000	50,000
7630 Advertising Fees	0	0	50,000
7650 Travel, Training, and Mileage	7,904	2,453	2,824
7660 Office Expense	1,934	5,500	6,500
7670 Miscellaneous Expense	991	37,790	52,915
<b>Subtotal Services and Supplies</b>	<b>\$ 198,587</b>	<b>\$ 91,743</b>	<b>\$ 169,739</b>
<b>Public Information Office Total</b>	<b>\$ 1,015,980</b>	<b>\$ 918,947</b>	<b>\$ 1,051,378</b>



## Executive Office

### Clerk of the Board

The Clerk of the Board oversees the accurate recording and preserving of OCTA's official and historical records, in addition to providing them to the public upon request. The department is responsible for the entire Board and Committee agenda process, including: preparation and distribution of agendas, ensuring

public meetings are held in compliance with California open meeting laws, recording of actions taken by the Board and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Clerk of the Board</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	197,777	455,203	470,278
7150 Extra Help Employees	102,350	93,500	93,500
7209 Deferred Compensation	4,196	13,488	14,614
7210 Pensions	73,431	159,810	158,849
7220 Insurances	9,026	11,975	12,513
7240 Health Care	215,875	106,089	120,727
7260 Compensated Absences	34,819	53,744	60,270
7270 Workers' Compensation	8,066	9,592	11,597
7280 Other Benefits	15,827	27,804	35,940
<b>Subtotal Salaries and Benefits</b>	<b>\$ 661,367</b>	<b>\$ 931,205</b>	<b>\$ 978,288</b>
<u>Services and Supplies</u>			
7610 Outside Services	15,983	58,610	25,300
7650 Travel, Training, and Mileage	3,551	25,981	16,249
7660 Office Expense	2,836	9,500	10,250
7670 Miscellaneous Expense	3,733	12,670	180,325
<b>Subtotal Services and Supplies</b>	<b>\$ 26,103</b>	<b>\$ 106,761</b>	<b>\$ 232,124</b>
<b>Clerk of the Board Total</b>	<b>\$ 687,470</b>	<b>\$ 1,037,966</b>	<b>\$ 1,210,412</b>



## Security and Emergency Preparedness

Security and Emergency Preparedness oversees physical security concerns such as protecting employees, customers, visitors, and assets. The department does this by conducting regular activities including: threat assessments, intelligence gathering, monitoring homeland security issues and trends, and maintaining communication with relevant agencies and other jurisdictions. In addition, the department manages a contract

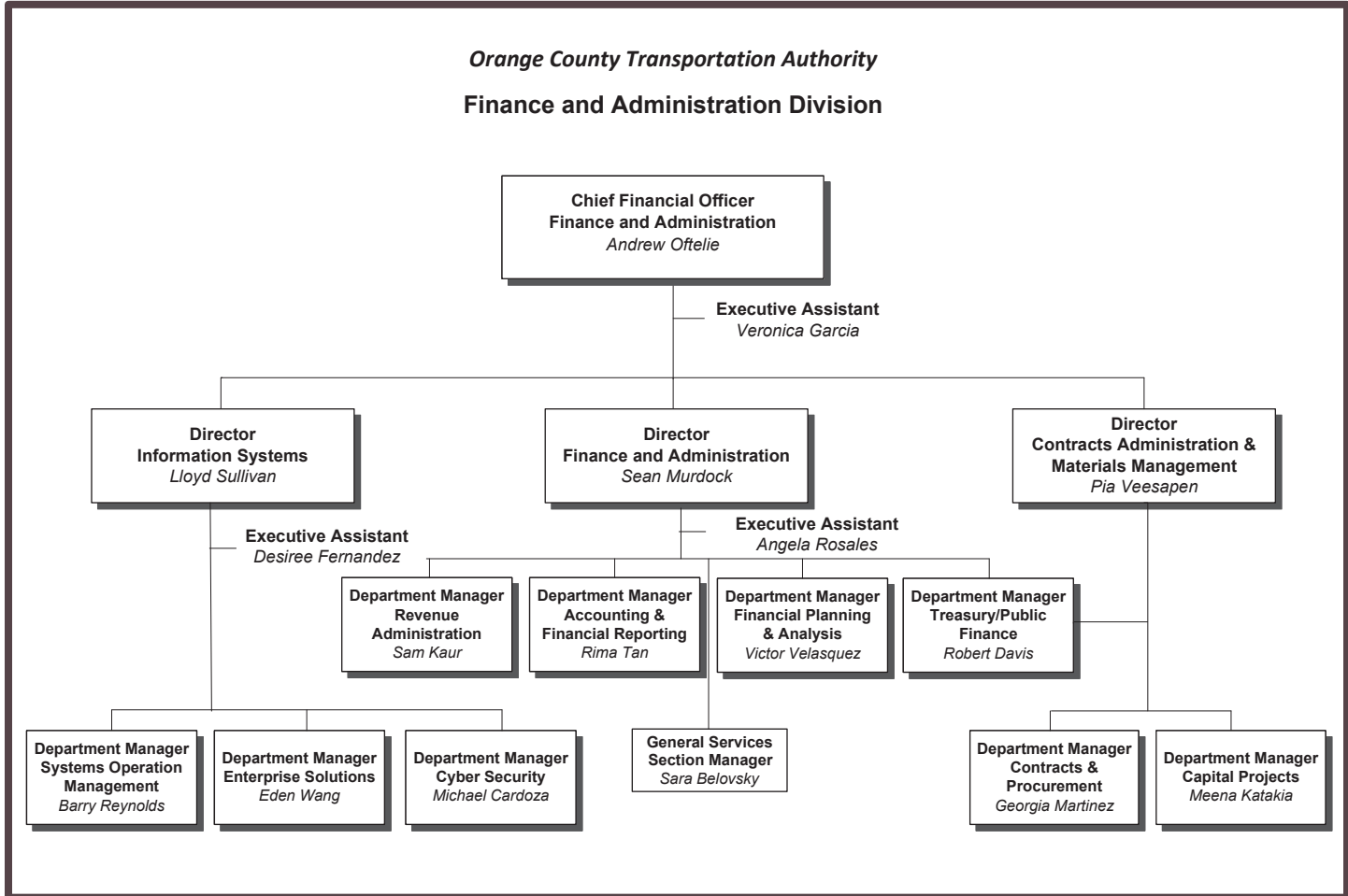
with the Orange County Sheriff's Department (OCSD) for Transit Police services. Under this contract, the OCSD provides security and law enforcement services for OCTA's bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. The department encompasses all OCTA actions to prepare for, respond to, and recover from disasters.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Security and Emergency Preparedness</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	541,577	613,396	717,797
7150 Extra Help Employees	6,516	0	0
7209 Deferred Compensation	11,192	18,173	22,303
7210 Pensions	190,115	215,346	237,104
7220 Insurances	13,252	16,136	19,098
7240 Health Care	104,688	121,629	145,289
7260 Compensated Absences	67,848	72,422	91,991
7270 Workers' Compensation	14,328	14,388	16,236
7280 Other Benefits	20,689	37,467	54,856
<b>Subtotal Salaries and Benefits</b>	<b>\$ 970,205</b>	<b>\$ 1,108,957</b>	<b>\$ 1,304,674</b>
<u>Services and Supplies</u>			
7510 Professional Services	32,915	369,000	309,000
7610 Outside Services	8,130,788	8,725,351	9,937,679
7650 Travel, Training, and Mileage	17,398	14,011	14,486
7660 Office Expense	2,074	3,500	3,500
7670 Miscellaneous Expense	2,074	4,800	5,135
7750 Maintenance Expense	20,130	12,599	12,418
7790 Other Materials and Supplies	7,099	28,000	28,000
<b>Subtotal Services and Supplies</b>	<b>\$ 8,212,478</b>	<b>\$ 9,157,261</b>	<b>\$ 10,310,218</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	36,000	36,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 36,000</b>	<b>\$ 36,000</b>
<b>Security and Emergency Preparedness Total</b>	<b>\$ 9,182,683</b>	<b>\$ 10,302,218</b>	<b>\$ 11,650,892</b>



# Finance and Administration

## Finance and Administration Division Organizational Chart



### Finance and Administration Division

The Finance and Administration (F&A) Division supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. This division analyzes fiscal issues and advises the Board of Directors (Board) in the areas of long-term financing, fund planning, annual budgeting, treasury, debt management, and compliance with generally accepted accounting standards. Staff work closely with federal,

state, and local agencies to ensure continued and successful receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management, purchasing, materials management, guidance for the implementation of technology, oversight of facilities management, records management, and a variety of other support functions.





## Finance and Administration Staffing

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Chief Financial Officer</u>			
Chief Financial Officer	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
<b>Chief Financial Officer</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>Accounting and Financial Reporting</u>			
Accountant	4.00	5.00	6.00
Accounting Specialist	9.00	9.00	9.00
Business Systems Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	5.00	5.00	5.00
<b>Accounting and Financial Reporting</b>	<b>20.00</b>	<b>21.00</b>	<b>22.00</b>
<u>Financial Planning and Analysis</u>			
Business Systems Analyst	0.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	8.00	8.00	8.00
Section/Department Manager	3.00	3.00	3.00
<b>Financial Planning and Analysis</b>	<b>12.00</b>	<b>13.00</b>	<b>13.00</b>
<u>Revenue Administration</u>			
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	5.00	5.00	5.00
Revenue Administrator	0.00	0.00	1.00
Section/Department Manager	2.00	2.00	2.00
<b>Revenue Administration</b>	<b>8.00</b>	<b>8.00</b>	<b>9.00</b>
<u>Contracts Administration and Materials Management</u>			
Business Systems Analyst	1.00	1.00	1.00
Contract Administrator	19.00	20.00	20.00
Contracts Analyst	0.00	0.00	1.00
DBE Specialist	1.00	1.00	1.00
Department/Program Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Inventory Analyst	1.00	1.00	1.00
Materials Management Planner	1.00	1.00	1.00
Section Supervisor	3.00	3.00	3.00
Section/Department Manager	5.00	5.00	5.00
Warranty Coordinator	2.00	2.00	2.00
Equipment Parts Clerk	17.00	18.00	18.00
Stockroom Clerk	2.00	2.00	2.00
<b>Contracts Administration and Materials Management</b>	<b>57.00</b>	<b>59.00</b>	<b>60.00</b>

*Continued next page...*



# Finance and Administration

## Finance and Administration Staffing, continued

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Information Systems</u>			
Applications Analyst	0.00	6.00	6.00
Business Computing Solutions Specialist	9.00	3.00	3.00
Cyber Security Compliance Analyst	0.00	1.00	1.00
Cyber Security Engineer	0.00	2.00	2.00
Cyber Security Intrusion Analyst	0.00	1.00	1.00
Cyber Security Risk Analyst	0.00	1.00	1.00
Data Warehouse Architect	3.00	3.00	3.00
Database Administrator	1.00	1.00	1.00
Department/Program Manager	3.00	3.00	3.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Help Desk Technician	3.00	3.00	3.00
IS Project Manager	4.00	3.00	3.00
IS Security Analyst	2.00	0.00	0.00
Network Administrator	1.00	1.00	2.00
Network Analyst	1.00	1.00	1.00
Programmer Analyst	1.00	1.00	1.00
Section/Department Manager	4.00	5.00	5.00
Systems Engineer	0.00	0.00	3.00
Systems Software Analyst	3.00	3.00	1.00
Telecommunications	1.00	1.00	1.00
<b>Information Systems</b>	<b>38.00</b>	<b>41.00</b>	<b>43.00</b>
<u>General Services</u>			
Digital Reprographic Specialist	3.00	3.00	3.00
Executive Assistant	11.50	11.50	12.00
Pass Sales Coordinator	1.00	1.00	1.00
Records Administrator	1.00	1.00	1.00
Section Supervisor	3.00	2.00	2.00
Section/Department Manager	2.00	3.00	3.00
<b>General Services</b>	<b>21.50</b>	<b>21.50</b>	<b>22.00</b>
<u>Treasury Department</u>			
Department/Program Manager	1.00	1.00	1.00
Deputy Treasurer	1.00	1.00	1.00
<b>Treasury Department</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>
<b>Total Finance and Administration</b>	<b>162.50</b>	<b>169.50</b>	<b>175.00</b>



## Finance and Administration Expenses by Account

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	14,585,062	16,417,473	17,496,175
7150 Extra Help Employees	135,852	114,600	111,000
7209 Deferred Compensation	341,164	473,870	528,793
7210 Pensions	5,191,160	5,770,856	5,776,983
7220 Insurances	365,951	426,592	459,193
7240 Health Care	2,533,005	2,775,269	3,166,241
7260 Compensated Absences	1,812,667	2,000,608	2,295,725
7270 Workers' Compensation	409,135	386,157	359,508
7280 Other Benefits	1,363,401	1,043,422	1,350,315
<b>Subtotal Salaries and Benefits</b>	<b>\$ 26,737,397</b>	<b>\$ 29,408,847</b>	<b>\$ 31,543,933</b>
<u>Services and Supplies</u>			
7510 Professional Services	7,136,010	8,449,420	10,516,722
7610 Outside Services	10,067,151	10,083,412	10,473,971
7630 Advertising Fees	55,886	70,000	82,000
7640 Utilities	3,350,054	3,260,044	4,127,156
7650 Travel, Training, and Mileage	75,270	118,387	148,371
7660 Office Expense	3,937,623	1,907,191	2,871,825
7670 Miscellaneous Expense	109,432	206,742	215,332
7690 Leases	646,908	671,000	5,335,803
7750 Maintenance Expense	-206,578	402,000	402,000
7780 General Equipment/Structures	5,786	0	0
7790 Other Materials and Supplies	44,935	142,004	42,000
7820 Taxes	11,066	12,000	15,000
7830 Contributions to Other Agencies	6,765	13,620	0
8110 Debt Service	434,995	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 25,675,303</b>	<b>\$ 25,335,820</b>	<b>\$ 34,230,180</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	833,670	22,314,574	39,728,903
<b>Subtotal Capital Expenditure</b>	<b>\$ 833,670</b>	<b>\$ 22,314,574</b>	<b>\$ 39,728,903</b>
<b>Total Uses</b>	<b>\$ 53,246,370</b>	<b>\$ 77,059,241</b>	<b>\$ 105,503,016</b>



## Finance and Administration

### Chief Financial Officer, Finance and Administration (F&A)

The Chief Financial Officer provides general oversight and management of the division. The department is responsible for initiating division-wide policy directives and the attainment of goals and objectives.

The department undertakes all F&A personnel actions and ensures compliance with personnel related policies and procedures.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Chief Financial Officer</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	626,248	632,569	672,507
7209 Deferred Compensation	31,816	18,742	20,896
7210 Pensions	230,887	227,843	227,905
7220 Insurances	15,026	16,638	17,893
7240 Health Care	80,111	76,524	82,617
7260 Compensated Absences	73,205	74,686	86,188
7270 Workers' Compensation	17,434	9,592	9,278
7280 Other Benefits	58,682	56,998	71,064
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,133,409</b>	<b>\$ 1,113,592</b>	<b>\$ 1,188,348</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,252,609	930,000	2,250,000
7650 Travel, Training, and Mileage	3,484	6,077	6,290
7660 Office Expense	452	2,000	2,000
7670 Miscellaneous Expense	26,727	34,920	37,020
7830 Contributions to Other Agencies	6,765	13,620	0
<b>Subtotal Services and Supplies</b>	<b>\$ 1,290,037</b>	<b>\$ 986,617</b>	<b>\$ 2,295,310</b>
<b>Chief Financial Officer Total</b>	<b>\$ 2,423,446</b>	<b>\$ 2,100,209</b>	<b>\$ 3,483,658</b>



## Accounting and Financial Reporting

The Accounting and Financial Reporting Department is responsible for general accounting, financial reporting, fixed-asset accounting, treasury accounting, accounts payable, accounts receivable, billing, and payroll functions. The department also produces annual reports and audited financial statements including

the Comprehensive Annual Financial Report, Orange County Local Transportation Authority financial statements, National Transit Database report, Cost Allocation Plan, Measure M2 financial status reports, and 91 Express Lanes financial statements.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Accounting and Financial Reporting</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,614,787	1,883,064	2,061,971
7150 Extra Help Employees	6,647	0	10,800
7209 Deferred Compensation	32,969	55,390	63,481
7210 Pensions	557,028	656,419	675,306
7220 Insurances	41,516	49,182	54,355
7240 Health Care	315,462	368,489	373,954
7260 Compensated Absences	164,452	220,740	261,825
7270 Workers' Compensation	45,186	50,359	51,027
7280 Other Benefits	208,309	114,394	156,325
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,986,356</b>	<b>\$ 3,398,037</b>	<b>\$ 3,709,044</b>
<u>Services and Supplies</u>			
7510 Professional Services	36,308	45,700	32,900
7610 Outside Services	47,657	72,900	90,200
7630 Advertising Fees	0	2,500	2,000
7650 Travel, Training, and Mileage	4,130	12,015	12,015
7660 Office Expense	39,237	14,150	31,900
7670 Miscellaneous Expense	7,401	12,130	13,240
<b>Subtotal Services and Supplies</b>	<b>\$ 134,733</b>	<b>\$ 159,395</b>	<b>\$ 182,255</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	15,538	85,000	7,500
<b>Subtotal Capital Expenditure</b>	<b>\$ 15,538</b>	<b>\$ 85,000</b>	<b>\$ 7,500</b>
<b>Accounting and Financial Reporting Total</b>	<b>\$ 3,136,627</b>	<b>\$ 3,642,432</b>	<b>\$ 3,898,799</b>



## Finance and Administration

### Financial Planning and Analysis

The Financial Planning and Analysis Department is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan, and fixed-asset replacement planning. The department is also respon-

sible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, overseeing bus transit contracts, and verifying budget authority for requisitions.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Financial Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,049,203	1,269,337	1,276,418
7150 Extra Help Employees	15,597	10,800	11,400
7209 Deferred Compensation	21,059	37,341	39,524
7210 Pensions	351,032	442,877	420,572
7220 Insurances	25,799	33,156	33,843
7240 Health Care	136,617	160,498	173,880
7260 Compensated Absences	92,748	148,807	163,005
7270 Workers' Compensation	28,011	31,174	30,152
7280 Other Benefits	88,818	78,181	97,202
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,808,884</b>	<b>\$ 2,212,171</b>	<b>\$ 2,245,996</b>
<u>Services and Supplies</u>			
7510 Professional Services	353,836	248,518	263,333
7650 Travel, Training, and Mileage	2,156	5,819	5,819
7660 Office Expense	6,098	39,507	6,500
7670 Miscellaneous Expense	269	600	600
<b>Subtotal Services and Supplies</b>	<b>\$ 362,359</b>	<b>\$ 294,444</b>	<b>\$ 276,252</b>
<b>Financial Planning and Analysis Total</b>	<b>\$ 2,171,243</b>	<b>\$ 2,506,615</b>	<b>\$ 2,522,248</b>



## Revenue Administration

The Revenue Administration Department is tasked with the management and administration of all federal and state grants from the point of grant award through the close-out process. The department ensures accurate and timely receipt of all grant funds and certifies that OCTA meets all federal and state compliance re-

quirements. In addition, this department is responsible for all revenue administration, including fare policy and adjustments, fare stabilization revenue, administration of the Transportation Development Act, and local sales tax revenue administration.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Revenue Administration</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	734,907	805,883	966,528
7150 Extra Help Employees	14,416	18,000	0
7209 Deferred Compensation	19,488	23,876	30,033
7210 Pensions	260,974	283,331	319,269
7220 Insurances	18,364	21,201	25,715
7240 Health Care	88,098	86,164	148,460
7260 Compensated Absences	92,617	95,151	123,868
7270 Workers' Compensation	20,357	19,184	20,875
7280 Other Benefits	53,103	49,223	73,862
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,302,324</b>	<b>\$ 1,402,013</b>	<b>\$ 1,708,610</b>
<u>Services and Supplies</u>			
7510 Professional Services	313,592	480,327	282,223
7610 Outside Services	273,164	288,280	124,212
7650 Travel, Training, and Mileage	2,069	7,405	7,445
7660 Office Expense	2,902	7,700	4,500
7670 Miscellaneous Expense	0	1,010	1,000
7780 General Equipment/Structures	5,786	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 597,513</b>	<b>\$ 784,722</b>	<b>\$ 419,380</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	8,500,000	20,233,200
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 8,500,000</b>	<b>\$ 20,233,200</b>
<b>Revenue Administration Total</b>	<b>\$ 1,899,837</b>	<b>\$ 10,686,735</b>	<b>\$ 22,361,190</b>



## Finance and Administration

### Contracts Administration and Materials Management (CAMM)

The CAMM Department is responsible for contracting and purchasing all goods and services, implementing the federal Disadvantaged Business Enterprise Program, stocking and issuing bus parts, implementing a parts warranty program, and managing the bus inventory. The department handles all procurement activity

including the preparation of solicitation documents, conducting pre-proposal meetings, chairing vendor evaluation meetings, negotiating contract terms and conditions, and administering the contractual aspects of the project through completion.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Contracts Administration and Materials Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,352,151	4,944,365	5,206,768
7150 Extra Help Employees	57,558	55,200	55,800
7209 Deferred Compensation	95,813	135,270	148,339
7210 Pensions	1,576,121	1,747,903	1,721,749
7220 Insurances	107,763	125,962	133,424
7240 Health Care	864,289	925,137	1,064,849
7260 Compensated Absences	638,945	651,253	726,559
7270 Workers' Compensation	123,812	123,574	92,777
7280 Other Benefits	383,458	316,419	384,929
<b>Subtotal Salaries and Benefits</b>	<b>\$ 8,199,910</b>	<b>\$ 9,025,083</b>	<b>\$ 9,535,194</b>
<u>Services and Supplies</u>			
7510 Professional Services	242,624	298,000	358,000
7610 Outside Services	77,243	169,800	198,700
7630 Advertising Fees	55,420	66,000	75,000
7650 Travel, Training, and Mileage	2,555	12,403	23,737
7660 Office Expense	3,950	12,700	18,700
7670 Miscellaneous Expense	27,288	95,147	95,432
7750 Maintenance Expense	-208,861	400,000	400,000
7790 Other Materials and Supplies	1,474	102,000	2,000
<b>Subtotal Services and Supplies</b>	<b>\$ 201,693</b>	<b>\$ 1,156,050</b>	<b>\$ 1,171,569</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	0	250,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 250,000</b>
<b>Contracts Administration and Materials Management Total</b>	<b>\$ 8,401,603</b>	<b>\$ 10,181,133</b>	<b>\$ 10,956,763</b>





## Information Systems

The Information Systems Department manages the effective and secure delivery of computing and communication solutions to all OCTA business units. The department is responsible for providing reliable computing, systems and business support, business intelligence/

analytics, cybersecurity, and technology training. The department is also responsible for OCTA's Innovation Office which researches and deploys innovative ideas and technologies in the transportation industry.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Information Systems</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,717,546	5,179,012	5,518,173
7150 Extra Help Employees	41,634	30,600	33,000
7209 Deferred Compensation	107,385	153,292	171,310
7210 Pensions	1,684,961	1,820,488	1,825,255
7220 Insurances	118,843	136,094	146,690
7240 Health Care	646,646	699,285	814,114
7260 Compensated Absences	551,734	610,880	706,563
7270 Workers' Compensation	133,024	95,920	99,733
7280 Other Benefits	449,889	325,213	431,152
<b>Subtotal Salaries and Benefits</b>	<b>\$ 8,451,662</b>	<b>\$ 9,050,784</b>	<b>\$ 9,745,990</b>
<u>Services and Supplies</u>			
7510 Professional Services	4,824,291	6,371,875	7,255,266
7610 Outside Services	9,139,555	8,591,732	9,177,679
7640 Utilities	1,058,563	1,068,825	1,405,200
7650 Travel, Training, and Mileage	47,532	62,737	70,781
7660 Office Expense	3,278,087	929,140	1,722,921
7670 Miscellaneous Expense	1,135	1,550	4,800
7750 Maintenance Expense	2,291	2,000	2,000
7820 Taxes	11,066	12,000	15,000
8110 Debt Service	477	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 18,362,997</b>	<b>\$ 17,039,859</b>	<b>\$ 19,653,647</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	705,508	9,004,600	19,178,203
<b>Subtotal Capital Expenditure</b>	<b>\$ 705,508</b>	<b>\$ 9,004,600</b>	<b>\$ 19,178,203</b>
<b>Information Systems Total</b>	<b>\$ 27,520,167</b>	<b>\$ 35,095,243</b>	<b>\$ 48,577,840</b>



## Finance and Administration

### General Services

General Services provides a variety of support services to OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and communication between property man-

agement and OCTA. In addition, the department oversees records management, mail services, reprographics, OCTA Store, and OCTA's receptionist staff.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>General Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,269,375	1,465,259	1,487,941
7209 Deferred Compensation	27,019	42,909	45,705
7210 Pensions	454,282	508,445	485,891
7220 Insurances	33,482	38,099	39,135
7240 Health Care	371,798	424,464	457,117
7260 Compensated Absences	181,228	170,992	188,517
7270 Workers' Compensation	35,555	51,558	51,027
7280 Other Benefits	108,166	88,458	112,407
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,480,905</b>	<b>\$ 2,790,184</b>	<b>\$ 2,867,740</b>
<u>Services and Supplies</u>			
7510 Professional Services	216	0	0
7610 Outside Services	529,532	960,700	883,180
7630 Advertising Fees	466	1,500	5,000
7640 Utilities	2,291,491	2,191,219	2,721,956
7650 Travel, Training, and Mileage	10,062	8,404	17,670
7660 Office Expense	425,426	707,294	816,604
7670 Miscellaneous Expense	18,084	21,090	22,090
7690 Leases	646,908	671,000	5,335,803
7750 Maintenance Expense	-8	0	0
7790 Other Materials and Supplies	43,461	40,004	40,000
8110 Debt Service	434,518	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 4,400,156</b>	<b>\$ 4,601,211</b>	<b>\$ 9,842,303</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	112,624	4,724,974	60,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 112,624</b>	<b>\$ 4,724,974</b>	<b>\$ 60,000</b>
<b>General Services Total</b>	<b>\$ 6,993,685</b>	<b>\$ 12,116,369</b>	<b>\$ 12,770,043</b>



## Treasury

The Treasury Department is responsible for OCTA's investment portfolio and debt obligations. The department also manages OCTA's cash flow requirements, oversees and directs the investment of cash assets, monitors the performance of investment managers, oversees the investment components of the defined

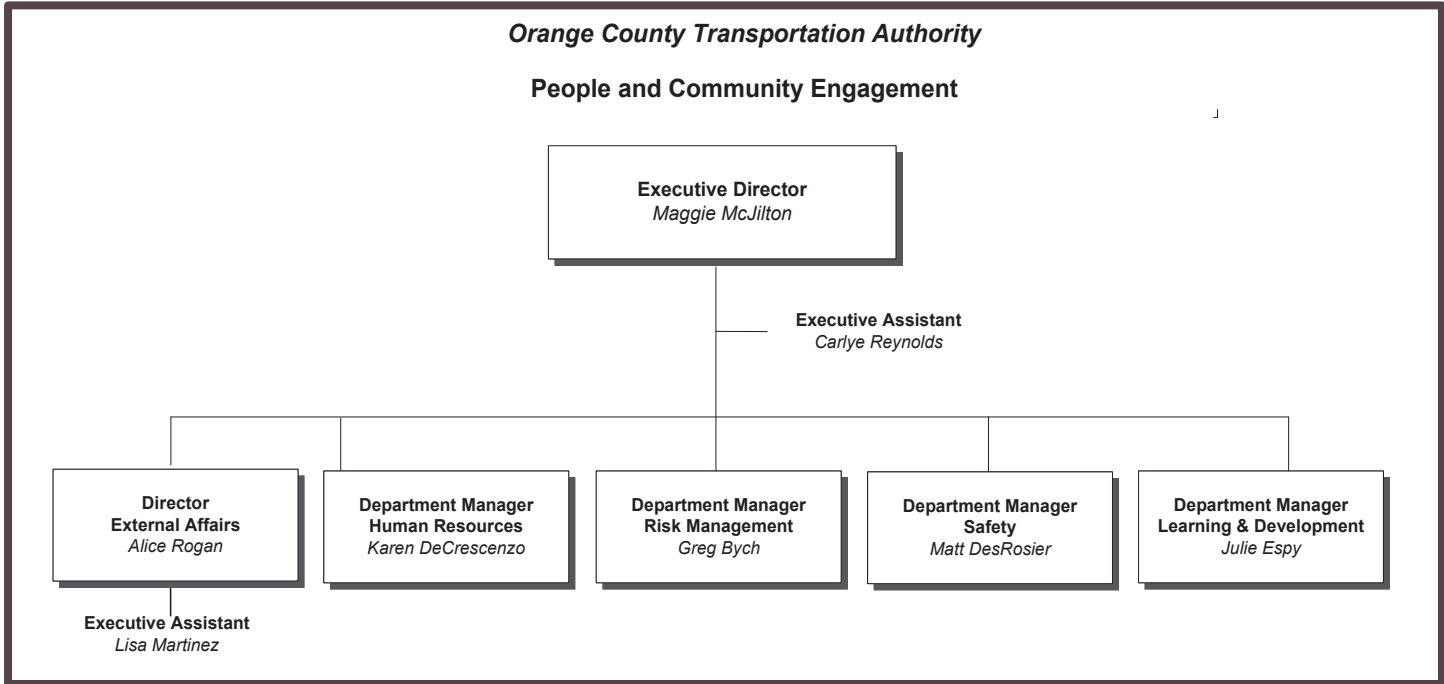
contribution programs, and develops financing strategies to support operational goals and capital programs/acquisitions. The department also works closely with bond-rating agencies to maintain OCTA's strong credit ratings and to ensure that OCTA is well received by the investment community.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Treasury Department</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	220,845	237,984	305,869
7209 Deferred Compensation	5,615	7,050	9,505
7210 Pensions	75,875	83,550	101,036
7220 Insurances	5,158	6,260	8,138
7240 Health Care	29,984	34,708	51,250
7260 Compensated Absences	17,738	28,099	39,200
7270 Workers' Compensation	5,756	4,796	4,639
7280 Other Benefits	12,976	14,536	23,374
<b>Subtotal Salaries and Benefits</b>	<b>\$ 373,947</b>	<b>\$ 416,983</b>	<b>\$ 543,011</b>
<u>Services and Supplies</u>			
7510 Professional Services	112,534	75,000	75,000
7650 Travel, Training, and Mileage	3,282	3,527	4,614
7660 Office Expense	181,471	194,700	268,700
7670 Miscellaneous Expense	28,528	40,295	41,150
<b>Subtotal Services and Supplies</b>	<b>\$ 325,815</b>	<b>\$ 313,522</b>	<b>\$ 389,464</b>
<b>Treasury Department Total</b>	<b>\$ 699,762</b>	<b>\$ 730,505</b>	<b>\$ 932,475</b>



# People and Community Engagement

## People and Community Engagement Organizational Chart



### People and Community Engagement Division (PACE)

The PACE Division supports OCTA’s goals and objectives by contributing to the development and welfare of its employees by implementing long-term strategic planning and partnership. The PACE Division carries the responsibility for OCTA’s functions in relation to employment compensation and benefits, risk management, training, labor, employee relations, health, safety, environmental compliance, management services, internal communications, and organizational development.

The PACE Division is responsible for providing overall management and strategic direction for the external affairs for OCTA. That includes promotion, outreach, marketing, and customer engagement for all OCTA’s projects, programs, and services. In addition, this division oversees all customer-facing programs of public or promotional outreach.



## People and Community Engagement Staffing

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Executive Director, PACE</u>			
Communications Specialist	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
<b>Executive Director, PACE</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Human Resources</u>			
Benefit Analyst	3.00	3.00	3.00
Business Systems Analyst	1.00	1.00	1.00
Compensation Analyst	2.00	3.00	2.00
Department/Program Manager	2.00	2.00	2.00
Employee Relations Representative	1.00	1.00	2.00
Executive Assistant	2.00	2.00	1.00
Human Resources Representative	7.00	7.00	7.00
Section Supervisor	1.00	1.00	1.00
Section/Department Manager	4.00	4.00	4.00
Talent Acquisition Specialist	2.00	2.00	3.00
Wellness Coordinator	1.00	1.00	1.00
<b>Human Resources</b>	<b>26.00</b>	<b>27.00</b>	<b>27.00</b>
<u>Learning and Development</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Learning and Development Specialist	3.00	3.00	3.00
<b>Learning and Development</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Risk Management</u>			
Business Unit Analyst	0.00	0.00	1.00
Claims Representative	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	3.00	3.00	2.00
Section/Department Manager	1.00	1.00	1.00
Worker's Compensation Program Specialist	1.00	1.00	1.00
<b>Risk Management</b>	<b>7.00</b>	<b>7.00</b>	<b>7.00</b>
<u>Safety</u>			
Department/Program Manager	2.00	2.00	2.00
Executive Assistant	1.00	1.00	1.00
Safety Specialist	6.00	7.00	7.00
<b>Safety</b>	<b>9.00</b>	<b>10.00</b>	<b>10.00</b>

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# People and Community Engagement

## People and Community Engagement Staffing, continued

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Director, Marketing and Public Outreach</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Marketing Specialist	0.00	1.00	1.00
<b>Director, Marketing and Public Outreach</b>	<b>2.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Marketing &amp; Customer Engagement</u>			
Creative Services Specialist	2.00	2.00	2.00
Customer Relations Representative	3.00	3.00	3.00
Department/Program Manager	1.00	2.00	2.00
Marketing Specialist	9.00	8.00	8.00
Section/Department Manager	5.00	5.00	5.00
Web Developer	1.00	1.00	1.00
<b>Marketing &amp; Customer Engagement</b>	<b>21.00</b>	<b>21.00</b>	<b>21.00</b>
<u>Public Outreach</u>			
Community Relations Specialist	9.00	9.00	8.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	2.00	2.00	3.00
<b>Public Outreach</b>	<b>12.00</b>	<b>12.00</b>	<b>12.00</b>
<b>Total PACE</b>	<b>85.00</b>	<b>88.00</b>	<b>88.00</b>



## People and Community Engagement Expenses by Account

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	7,433,747	8,796,463	9,060,721
7150 Extra Help Employees	149,642	295,200	467,550
7209 Deferred Compensation	206,228	259,922	280,700
7210 Pensions	2,646,172	3,104,794	3,017,750
7220 Insurances	193,352	230,762	240,362
7240 Health Care	1,369,599	1,490,261	1,512,427
7260 Compensated Absences	977,885	1,035,796	1,157,751
7270 Workers' Compensation	212,265	215,821	204,107
7280 Other Benefits	822,269	1,057,114	1,201,935
<b>Subtotal Salaries and Benefits</b>	<b>\$ 14,011,159</b>	<b>\$ 16,486,133</b>	<b>\$ 17,143,303</b>
<u>Services and Supplies</u>			
7510 Professional Services	3,252,243	5,381,397	6,771,290
7610 Outside Services	245,349	805,079	618,700
7630 Advertising Fees	88,431	255,000	373,000
7650 Travel, Training, and Mileage	99,953	107,347	111,570
7660 Office Expense	85,158	258,601	105,634
7670 Miscellaneous Expense	157,158	263,229	317,504
7690 Leases	195	0	0
7790 Other Materials and Supplies	102,244	82,944	86,950
7830 Contributions to Other Agencies	12,300	30,000	43,615
8110 Debt Service	2,027	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 4,045,058</b>	<b>\$ 7,183,597</b>	<b>\$ 8,428,263</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	65,000	18,450
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 65,000</b>	<b>\$ 18,450</b>
<b>Total Uses</b>	<b>\$ 18,056,217</b>	<b>\$ 23,734,730</b>	<b>\$ 25,590,016</b>



## People and Community Engagement

### Executive Director, PACE

The Executive Director of PACE provides strategic initiatives in support of the operational, financial, and long-term functions of the PACE Division and OCTA. The Executive Director, in alignment with direction from the Board of Directors, aligns the divisions within OCTA for talent acquisition and management, as well as workforce development, compliance with state and

federal regulations, and risk mitigation. In addition, the executive director of PACE provides strategic direction to support the operational, and financial functions for the promotion, outreach, marketing, and customer engagement for all OCTA's projects, programs, and services.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Director, PACE</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	410,116	411,941	441,164
7150 Extra Help Employees	17,785	10,800	11,400
7209 Deferred Compensation	15,219	12,175	13,646
7210 Pensions	110,424	147,558	148,374
7220 Insurances	10,457	10,808	11,684
7240 Health Care	27,667	26,661	28,619
7260 Compensated Absences	49,343	48,518	56,282
7270 Workers' Compensation	11,009	7,194	6,958
7280 Other Benefits	30,468	34,280	43,397
<b>Subtotal Salaries and Benefits</b>	<b>\$ 682,488</b>	<b>\$ 709,935</b>	<b>\$ 761,524</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,580	3,684	3,921
7660 Office Expense	7,661	16,000	16,000
7670 Miscellaneous Expense	1,656	6,155	7,845
7790 Other Materials and Supplies	0	500	1,000
<b>Subtotal Services and Supplies</b>	<b>\$ 13,897</b>	<b>\$ 26,339</b>	<b>\$ 28,766</b>
<b>Executive Director, PACE Total</b>	<b>\$ 696,385</b>	<b>\$ 736,274</b>	<b>\$ 790,290</b>





## Human Resources

The Human Resources Department is responsible for human resource planning, employment processes, administering employees benefits and compensation, resolving employee grievances, and overseeing labor and employee relations. Activities include performance management, employee health insurance, retirement and benefit programs, recruitment and selection, wage

administration, and job evaluations. The department is also responsible for administering three collective bargaining agreements with represented employees, facilitating resolution of workplace conflicts, and administering dispute resolution procedures for both represented and non-represented employees.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Human Resources</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,081,230	2,585,970	2,639,981
7150 Extra Help Employees	23,520	186,600	326,800
7209 Deferred Compensation	47,525	76,542	81,876
7210 Pensions	763,145	921,993	893,049
7220 Insurances	55,083	67,958	70,108
7240 Health Care	397,693	451,996	398,870
7260 Compensated Absences	269,723	305,023	337,696
7270 Workers' Compensation	62,072	67,145	62,624
7280 Other Benefits	294,800	510,700	543,267
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,994,791</b>	<b>\$ 5,173,927</b>	<b>\$ 5,354,271</b>
<u>Services and Supplies</u>			
7510 Professional Services	295,634	1,023,267	1,531,400
7610 Outside Services	45,378	489,079	442,700
7630 Advertising Fees	60,744	130,000	153,000
7650 Travel, Training, and Mileage	19,566	23,640	23,640
7660 Office Expense	37,603	86,420	36,100
7670 Miscellaneous Expense	79,977	91,269	116,600
7790 Other Materials and Supplies	94,851	64,744	68,250
7830 Contributions to Other Agencies	0	0	13,615
8110 Debt Service	2,027	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 635,780</b>	<b>\$ 1,908,419</b>	<b>\$ 2,385,305</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	0	7,950
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 7,950</b>
<b>Human Resources Total</b>	<b>\$ 4,630,571</b>	<b>\$ 7,082,346</b>	<b>\$ 7,747,526</b>



## People and Community Engagement

### Learning and Development

The Learning and Development Department is responsible for all learning and development activities throughout the talent management lifecycle. The department functions as an internal consultant to other divisions, providing customized training, competency assessments, professional development, and assistance

with acquiring and building training. The department also administers OCTA's Mentor and Leadership Program and the Education Reimbursement Program for OCTA staff. This department retains a strategic focus by ensuring the alignment between the strategic plan and core competencies.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Learning and Development</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	439,540	478,845	491,079
7150 Extra Help Employees	26,087	20,400	21,600
7209 Deferred Compensation	15,535	14,187	15,259
7210 Pensions	160,295	168,875	163,026
7220 Insurances	12,212	12,593	13,067
7240 Health Care	70,867	72,399	82,664
7260 Compensated Absences	62,612	56,538	62,936
7270 Workers' Compensation	12,983	11,990	11,597
7280 Other Benefits	139,992	179,247	187,528
<b>Subtotal Salaries and Benefits</b>	<b>\$ 940,123</b>	<b>\$ 1,015,074</b>	<b>\$ 1,048,756</b>
<u>Services and Supplies</u>			
7510 Professional Services	59,799	154,500	187,800
7650 Travel, Training, and Mileage	63,105	48,587	50,236
7660 Office Expense	10,359	95,181	2,600
7670 Miscellaneous Expense	12,672	18,440	26,440
<b>Subtotal Services and Supplies</b>	<b>\$ 145,935</b>	<b>\$ 316,708</b>	<b>\$ 267,076</b>
<b>Learning and Development Total</b>	<b>\$ 1,086,058</b>	<b>\$ 1,331,782</b>	<b>\$ 1,315,832</b>



**Risk Management**

The Risk Management Department is responsible for protecting OCTA’s assets and property from the adverse consequences of accidental losses. The department investigates claims, evaluates and procures all appropriate forms and limits of liability, property, and

other related insurance coverage. Additionally, the department manages OCTA’s self-insured liability, subrogation, and workers’ compensation programs. This department develops and recommends strategically focused loss control programs to reduce claims losses.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Risk Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	646,214	675,960	700,811
7209 Deferred Compensation	24,214	20,027	21,777
7210 Pensions	233,656	237,311	231,494
7220 Insurances	15,980	17,780	18,649
7240 Health Care	125,176	123,264	123,375
7260 Compensated Absences	92,248	79,809	89,815
7270 Workers' Compensation	17,767	16,786	16,236
7280 Other Benefits	40,360	41,288	53,558
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,195,615</b>	<b>\$ 1,212,225</b>	<b>\$ 1,255,715</b>
<u>Services and Supplies</u>			
7610 Outside Services	0	40,000	0
7650 Travel, Training, and Mileage	125	4,308	4,308
7660 Office Expense	1,358	500	0
7670 Miscellaneous Expense	150	2,100	2,550
<b>Subtotal Services and Supplies</b>	<b>\$ 1,633</b>	<b>\$ 46,908</b>	<b>\$ 6,858</b>
<b>Risk Management Total</b>	<b>\$ 1,197,248</b>	<b>\$ 1,259,133</b>	<b>\$ 1,262,573</b>



## People and Community Engagement

### Safety

The Safety and Environmental Department is responsible for ensuring OCTA is compliant with all applicable health, safety, and environmental standards,

codes, and regulations. The department develops and implements authority-wide employee, fleet, and system safety programs.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Safety</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	907,313	1,083,522	1,112,143
7150 Extra Help Employees	0	10,800	11,400
7209 Deferred Compensation	18,101	32,103	34,556
7210 Pensions	315,766	380,800	367,796
7220 Insurances	22,765	28,501	29,591
7240 Health Care	163,825	191,449	178,870
7260 Compensated Absences	108,352	127,928	142,531
7270 Workers' Compensation	24,574	23,980	23,194
7280 Other Benefits	71,646	66,182	84,991
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,632,342</b>	<b>\$ 1,945,265</b>	<b>\$ 1,985,072</b>
<u>Services and Supplies</u>			
7510 Professional Services	242,480	438,550	503,010
7610 Outside Services	196,969	145,000	145,000
7650 Travel, Training, and Mileage	8,120	9,134	10,527
7660 Office Expense	27	7,000	0
7670 Miscellaneous Expense	55,058	98,225	97,225
7790 Other Materials and Supplies	3,770	10,700	10,700
<b>Subtotal Services and Supplies</b>	<b>\$ 506,424</b>	<b>\$ 708,609</b>	<b>\$ 766,462</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	65,000	7,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 65,000</b>	<b>\$ 7,000</b>
<b>Safety Total</b>	<b>\$ 2,138,766</b>	<b>\$ 2,718,874</b>	<b>\$ 2,758,534</b>



## Director, Marketing and Public Outreach

The Director of Marketing and Public Outreach oversees public outreach, diverse communities' outreach, and marketing activities in support of all phases of capital project development, planning, and construction to support OCTA's projects, programs, and services. The director also oversees the coordination of

OCTA's public committees. In addition, the director establishes and provides oversight to programs that create awareness to promote usage of OCTA services including bus, local rail, 91 express lanes, and local community services.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Director, Marketing and Public Outreach</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	247,347	336,778	339,631
7209 Deferred Compensation	11,585	9,978	10,553
7210 Pensions	96,600	121,116	115,069
7220 Insurances	6,561	8,858	9,035
7240 Health Care	34,593	49,146	44,190
7260 Compensated Absences	43,918	39,762	43,527
7270 Workers' Compensation	7,588	7,194	6,958
7280 Other Benefits	38,248	29,750	35,790
<b>Subtotal Salaries and Benefits</b>	<b>\$ 486,440</b>	<b>\$ 602,582</b>	<b>\$ 604,753</b>
<u>Services and Supplies</u>			
7510 Professional Services	4,500	20,000	0
7650 Travel, Training, and Mileage	0	646	1,590
7660 Office Expense	4,886	11,000	11,434
7670 Miscellaneous Expense	1,701	5,095	4,595
<b>Subtotal Services and Supplies</b>	<b>\$ 11,087</b>	<b>\$ 36,741</b>	<b>\$ 17,619</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	0	3,500
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 3,500</b>
<b>Director, Marketing and Public Outreach Total</b>	<b>\$ 497,527</b>	<b>\$ 639,323</b>	<b>\$ 625,872</b>



## People and Community Engagement

### Marketing and Customer Engagement

Marketing and Customer Engagement is OCTA's promotions and customer relations group. The department is responsible for providing customer feedback for OCTA bus, local rail, and ACCESS paratransit services. The department oversees the operation of the customer information center, assisting customers with trip planning and general information to transit riders seven days a week, 365 days a year. Staff gather customer feedback through customer roundtables and

the Accessible Transit Advisory Committee. Staff also provides technical expertise and tools to support communication and marketing goals as well as produce public information materials in support of OCTA's internal and service communication programs. In addition, staff administer OCTA's rideshare and vanpool programs, promote usage including bus, local rail, and 91 express lanes.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Marketing &amp; Customer Engagement</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,578,180	2,036,067	2,100,322
7150 Extra Help Employees	25,283	34,200	36,000
7209 Deferred Compensation	46,596	59,733	64,640
7210 Pensions	562,967	709,068	688,532
7220 Insurances	41,467	53,034	55,354
7240 Health Care	268,371	330,026	380,748
7260 Compensated Absences	203,313	238,029	266,611
7270 Workers' Compensation	44,658	52,756	48,707
7280 Other Benefits	152,330	123,143	158,980
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,923,165</b>	<b>\$ 3,636,056</b>	<b>\$ 3,799,894</b>
<u>Services and Supplies</u>			
7510 Professional Services	2,044,495	3,192,880	3,874,080
7610 Outside Services	0	131,000	31,000
7630 Advertising Fees	17,352	105,000	190,000
7650 Travel, Training, and Mileage	2,786	10,637	10,637
7660 Office Expense	23,069	42,500	39,500
7670 Miscellaneous Expense	2,445	6,965	6,120
7690 Leases	195	0	0
7790 Other Materials and Supplies	3,623	7,000	7,000
7830 Contributions to Other Agencies	12,300	30,000	30,000
<b>Subtotal Services and Supplies</b>	<b>\$ 2,106,265</b>	<b>\$ 3,525,982</b>	<b>\$ 4,188,337</b>
<b>Marketing &amp; Customer Engagement Total</b>	<b>\$ 5,029,430</b>	<b>\$ 7,162,038</b>	<b>\$ 7,988,231</b>



**Public Outreach**

Public Outreach focuses on public communications in support of all phases of capital project development, planning, and construction for OCTA’s projects, programs, and services. The department implements public outreach and involvement programs to inform any affected parties and advance the development of transportation projects. Working with stakeholders, Public Outreach ensures that the planning and environmen-

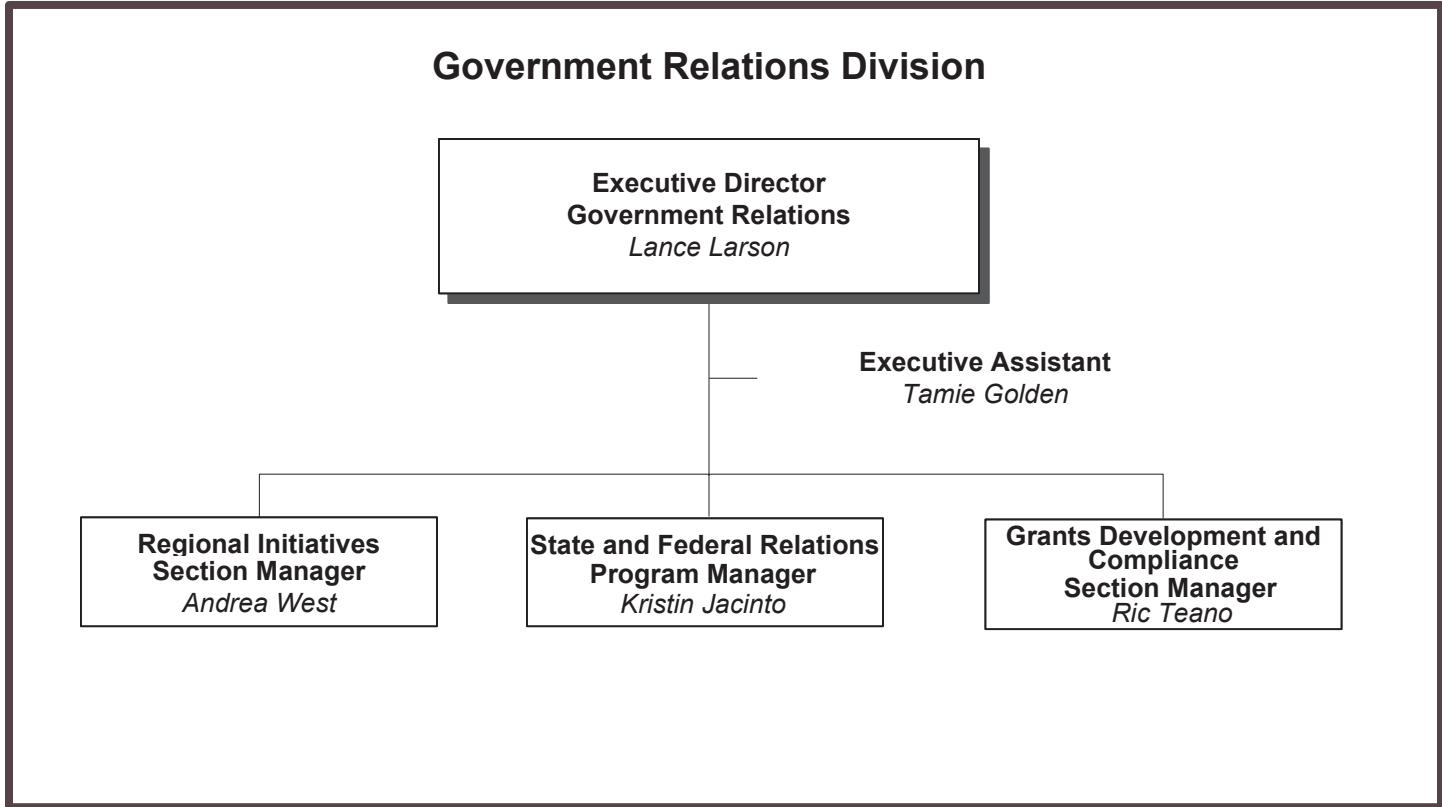
tal review process reflects a diverse range of positions, opinions, and concerns. In addition, outreach staff inform the public about upcoming construction activities and help to mitigate construction impacts. Staff in the department also assist other departments and divisions to communicate effectively to the diverse stakeholder audiences and customers of OCTA’s projects, programs, and services.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Public Outreach</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,123,807	1,187,380	1,235,590
7150 Extra Help Employees	56,967	32,400	60,350
7209 Deferred Compensation	27,453	35,177	38,393
7210 Pensions	403,319	418,073	410,410
7220 Insurances	28,827	31,230	32,874
7240 Health Care	229,996	245,320	275,091
7260 Compensated Absences	148,376	140,189	158,353
7270 Workers' Compensation	31,614	28,776	27,833
7280 Other Benefits	54,425	72,524	94,424
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,104,784</b>	<b>\$ 2,191,069</b>	<b>\$ 2,333,318</b>
<u>Services and Supplies</u>			
7510 Professional Services	414,452	552,200	675,000
7610 Outside Services	3,002	0	0
7630 Advertising Fees	10,335	20,000	30,000
7650 Travel, Training, and Mileage	1,671	6,711	6,711
7660 Office Expense	195	0	0
7670 Miscellaneous Expense	3,499	34,980	56,129
<b>Subtotal Services and Supplies</b>	<b>\$ 433,154</b>	<b>\$ 613,891</b>	<b>\$ 767,840</b>
<b>Public Outreach Total</b>	<b>\$ 2,537,938</b>	<b>\$ 2,804,960</b>	<b>\$ 3,101,158</b>



# Government Relations

## Government Relations Division Organizational Chart



### Government Relations Division

The Government Relations Division serves as OCTA’s liaison with members of the California State Legislature, United States Congress, and regional elected

officials and representatives. In addition, the division is the agency’s focal point for state and federal compliance oversight and subrecipient monitoring activities.

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Executive Director, Government Relations</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Government Relations Representative	3.50	3.00	3.00
Section/Department Manager	2.00	2.00	2.00
<b>Executive Director, Government Relations</b>	<b>9.50</b>	<b>9.00</b>	<b>9.00</b>
<b>Total Government Relations</b>	<b>9.50</b>	<b>9.00</b>	<b>9.00</b>





**Executive Director, Government Relations**

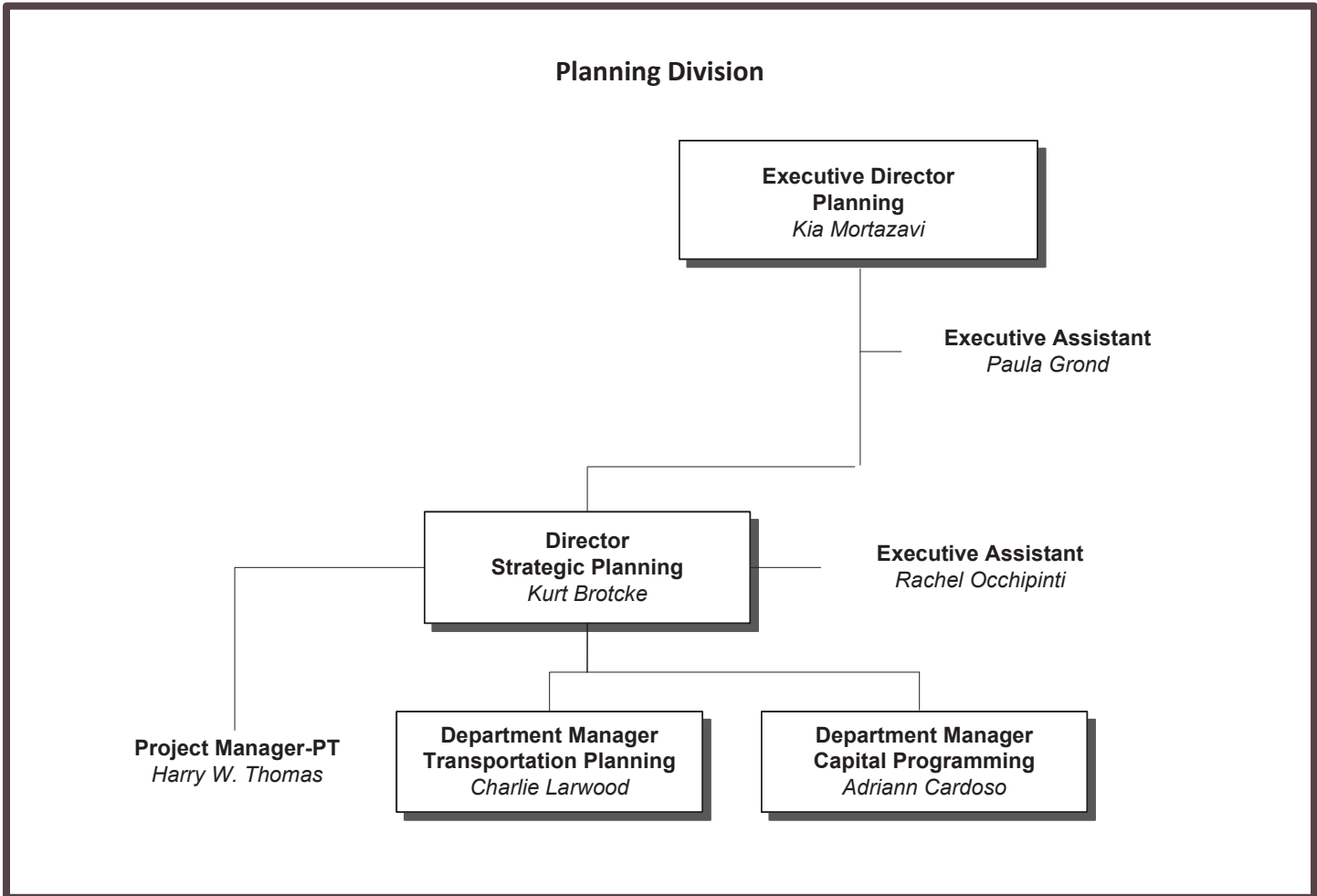
The Executive Director of Government Relations is responsible for providing overall management and strategic direction for the advocacy of all OCTA’s projects, programs, and services. This includes monitoring, analyzing, and responding to government actions and decisions that affect how OCTA receives funding,

plans for projects, and delivers services. The Executive Director is responsible for providing management direction for federal, state, and regional government relations including direction for the application of external grant funding opportunities.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Director, Government Relations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,074,572	1,034,742	1,078,947
7150 Extra Help Employees	6,926	24,000	25,200
7209 Deferred Compensation	32,133	30,656	33,526
7210 Pensions	375,025	367,052	360,229
7220 Insurances	26,347	27,222	28,705
7240 Health Care	145,187	134,299	144,950
7260 Compensated Absences	107,035	122,168	138,277
7270 Workers' Compensation	29,875	23,980	20,875
7280 Other Benefits	120,802	72,383	92,290
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,917,902</b>	<b>\$ 1,836,502</b>	<b>\$ 1,922,999</b>
<u>Services and Supplies</u>			
7510 Professional Services	0	1,195,000	1,195,000
7610 Outside Services	0	500	530
7650 Travel, Training, and Mileage	19,495	45,635	45,732
7660 Office Expense	1,137	5,500	5,685
7670 Miscellaneous Expense	14,911	34,850	35,650
7790 Other Materials and Supplies	0	500	500
<b>Subtotal Services and Supplies</b>	<b>\$ 35,543</b>	<b>\$ 1,281,985</b>	<b>\$ 1,283,097</b>
<b>Executive Director, Government Relations Total</b>	<b>\$ 1,953,445</b>	<b>\$ 3,118,487</b>	<b>\$ 3,206,096</b>



## Planning Division Organizational Chart



### Planning Division

OCTA’s Planning Division is responsible for developing future transportation solutions and securing funding for transportation improvements in collaboration with local and regional transportation agencies while ensuring adherence to Board of Directors (Board) policies and direction, Measure M2 requirements, and

compliance with state and federal mandates. The stated mission of the Planning Division is to provide planning and programming for transportation initiatives that meet the mobility needs of Orange County, consistent with the OCTA Strategic Plan.



**Planning Division Staffing**

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Executive Director, Planning</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Management Analyst	2.00	2.00	2.00
<b>Executive Director, Planning</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Director, Strategic Planning</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
<b>Director, Strategic Planning</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Planning and Analysis</u>			
Department/Program Manager	3.00	3.00	3.00
GIS Analyst	2.00	2.00	2.00
Project Manager	3.00	3.00	4.00
Section/Department Manager	4.00	4.00	5.00
Strategic Plan Administrator	1.00	1.00	1.00
Transportation Analyst	10.00	11.00	10.00
Transportation Funding Analyst	1.00	1.00	1.00
<b>Planning and Analysis</b>	<b>24.00</b>	<b>25.00</b>	<b>26.00</b>
<u>Capital and Local Programs</u>			
Business Unit Analyst	1.00	0.00	0.00
Department/Program Manager	1.00	1.00	1.00
Project Manager	0.00	0.00	1.00
Section/Department Manager	5.00	5.00	3.00
Transportation Analyst	0.00	0.00	1.00
Transportation Funding Analyst	4.50	7.50	7.50
<b>Capital and Local Programs</b>	<b>11.50</b>	<b>13.50</b>	<b>13.50</b>
<b>Total Planning</b>	<b>43.50</b>	<b>46.50</b>	<b>47.50</b>



# Planning

## Planning Division Expenses by Account

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,522,430	5,296,833	5,606,523
7150 Extra Help Employees	109,501	105,000	124,800
7209 Deferred Compensation	118,645	156,934	174,213
7210 Pensions	1,544,607	1,893,335	1,862,418
7220 Insurances	116,957	139,318	149,181
7240 Health Care	658,277	776,313	779,536
7260 Compensated Absences	531,258	625,378	718,529
7270 Workers' Compensation	128,384	111,507	110,171
7280 Other Benefits	456,511	341,894	448,129
<b>Subtotal Salaries and Benefits</b>	<b>\$ 8,186,570</b>	<b>\$ 9,446,512</b>	<b>\$ 9,973,500</b>
<u>Services and Supplies</u>			
7510 Professional Services	504,285	5,460,336	8,592,500
7610 Outside Services	7,236	0	0
7650 Travel, Training, and Mileage	14,226	36,771	79,939
7660 Office Expense	7,012	18,000	19,500
7670 Miscellaneous Expense	6,685	27,847	43,070
<b>Subtotal Services and Supplies</b>	<b>\$ 539,444</b>	<b>\$ 5,542,954</b>	<b>\$ 8,735,009</b>
<b>Total Uses</b>	<b>\$ 8,726,014</b>	<b>\$ 14,989,466</b>	<b>\$ 18,708,509</b>



### Executive Director, Planning

The Executive Director of Planning sets the division’s direction and leads the planning, programming, program management efforts, and coordinates supporting activities with other OCTA divisions and external parties.

The Program Management Office (PMO) ensures seamless and effective interdivisional communications of the M2 Transportation Investment Plan and Ordinance No. 3. In addition, the PMO leads the im-

plementation of safeguard measures called for in Ordinance No. 3, including preparing quarterly reports to the Board, Triennial Performance Assessments, and Ten-Year Comprehensive reviews. While multiple organizational units within OCTA carry out the various activities related to M2, including finance, delivery, and accountability, the PMO is responsible for assessing, facilitating, and providing direction as needed to ensure OCTA succeeds in meeting the public’s expectations.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Director, Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	553,416	625,022	658,250
7150 Extra Help Employees	11,731	10,800	11,400
7209 Deferred Compensation	17,068	18,518	20,454
7210 Pensions	194,956	222,715	220,745
7220 Insurances	14,385	16,439	17,516
7240 Health Care	59,421	70,119	57,172
7260 Compensated Absences	54,182	73,794	84,363
7270 Workers' Compensation	15,779	11,990	11,597
7280 Other Benefits	69,307	47,358	60,140
<b>Subtotal Salaries and Benefits</b>	<b>\$ 990,245</b>	<b>\$ 1,096,755</b>	<b>\$ 1,141,637</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	823	9,240
7660 Office Expense	44	0	0
7670 Miscellaneous Expense	935	6,500	6,500
<b>Subtotal Services and Supplies</b>	<b>\$ 979</b>	<b>\$ 7,323</b>	<b>\$ 15,740</b>
<b>Executive Director, Planning Total</b>	<b>\$ 991,224</b>	<b>\$ 1,104,078</b>	<b>\$ 1,157,377</b>



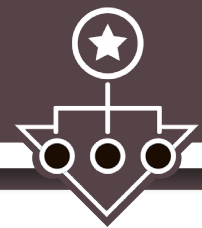
## Planning

### Director, Strategic Planning

The Strategic Planning Director identifies and recommends funding for the implementation of new major projects and programs in conjunction with external transit agencies, transit advocacy, bikeway, pedestrian stakeholders, and local jurisdictions. In addition to planning for freeways, streets and roads, transit, bikeways, and environmental initiatives, this department provides support, such as transportation modeling, geographic information system capabilities for the overall agency, including OCTA's Transit, Rail,

Government Relations, Finance and Administration, and People and Community Engagement, as well as external organizations on a project-specific basis. It also recommends the long-range vision for mobility in Orange County. Finally, the department recommends direction and monitors the implementation of the OCTA Strategic Plan and supports the development and implementation of Board Chairman Initiatives, CEO Initiatives, and the Action Plan.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Director, Strategic Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	366,324	367,687	386,628
7209 Deferred Compensation	17,425	10,893	12,014
7210 Pensions	70,334	156,029	130,592
7220 Insurances	8,932	9,671	10,288
7240 Health Care	46,691	50,568	61,992
7260 Compensated Absences	33,665	43,412	49,548
7270 Workers' Compensation	10,241	7,194	6,958
7280 Other Benefits	45,214	31,638	39,382
<b>Subtotal Salaries and Benefits</b>	<b>\$ 598,826</b>	<b>\$ 677,092</b>	<b>\$ 697,402</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	3,394	6,994
7660 Office Expense	6,040	7,500	7,500
7670 Miscellaneous Expense	185	500	500
<b>Subtotal Services and Supplies</b>	<b>\$ 6,225</b>	<b>\$ 11,394</b>	<b>\$ 14,994</b>
<b>Director, Strategic Planning Total</b>	<b>\$ 605,051</b>	<b>\$ 688,486</b>	<b>\$ 712,396</b>



### Planning and Analysis

Planning and Analysis is responsible for corridor studies and the long-range regional transportation planning efforts, developing transportation project concepts, plans, and strategies for near-term transit service improvements. In addition, the department conducts regional bikeway and pedestrian studies in support of non-motorized transportation. The department also leads the implementation of the M2 Freeway Environmental Mitigation Program (EMP) and Environmental Cleanup Program. Planning and Analysis is

also responsible for implementing multi-jurisdictional regional traffic signal synchronization projects and employs information technology to deliver analytical maps and information products through the geographic information system. Finally, the department provides direction, and oversight for the development and implementation of the OCTA Strategic Plan, the Chief Executive Officer Initiatives and Action Plan, and the Board Chairman Strategic Initiatives over sustainability and climate adaptation planning.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,508,910	2,877,506	3,162,977
7150 Extra Help Employees	45,874	58,200	75,600
7209 Deferred Compensation	58,038	85,254	98,285
7210 Pensions	893,370	1,012,395	1,047,648
7220 Insurances	64,308	75,689	84,160
7240 Health Care	365,187	425,419	445,308
7260 Compensated Absences	316,425	339,737	405,366
7270 Workers' Compensation	70,092	59,950	60,305
7280 Other Benefits	199,807	175,759	241,719
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,522,011</b>	<b>\$ 5,109,909</b>	<b>\$ 5,621,368</b>
<u>Services and Supplies</u>			
7510 Professional Services	504,285	5,460,336	8,592,500
7610 Outside Services	7,236	0	0
7650 Travel, Training, and Mileage	8,602	14,843	28,666
7660 Office Expense	928	0	0
7670 Miscellaneous Expense	3,939	14,102	27,475
<b>Subtotal Services and Supplies</b>	<b>\$ 524,990</b>	<b>\$ 5,489,281</b>	<b>\$ 8,648,641</b>
<b>Planning and Analysis Total</b>	<b>\$ 5,047,001</b>	<b>\$ 10,599,190</b>	<b>\$ 14,270,009</b>



## Planning

### Capital and Local Programs

The Capital and Local Programs Department, made up of the Discretionary Funding, Formula Funding, and Local Programs Sections, is responsible for funding OCTA and selected local jurisdiction projects with formula and competitive funding programs, including M2, other local or regional programs, state funding programs, and/or federal programs. The Capital and Local Programs Department identifies, pursues, and works to secure funding for OCTA Capital Projects. The department also develops, implements, and

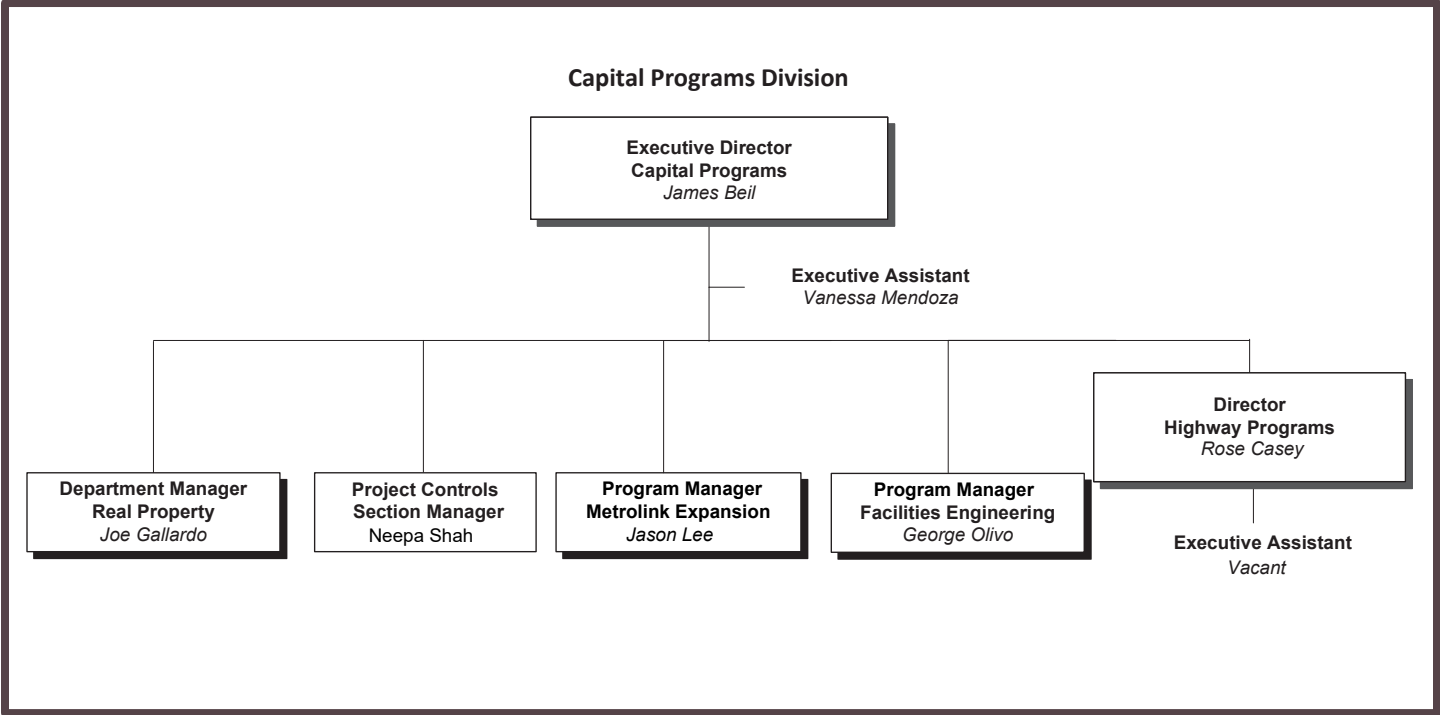
administers the M2 Comprehensive Transportation Funding Program (CTFP) competitive program, which provides funding to local jurisdictions for streets and roads, transit extensions to Metrolink, community-based transit/circulators, transit stop amenities, and assists in administering water quality projects. In addition, it is responsible for ensuring that local jurisdictions meet eligibility requirements for Measure M2 funding as required by Ordinance No. 3.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Capital and Local Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,093,780	1,426,618	1,398,668
7150 Extra Help Employees	51,896	36,000	37,800
7209 Deferred Compensation	26,114	42,269	43,460
7210 Pensions	385,947	502,196	463,433
7220 Insurances	29,332	37,519	37,217
7240 Health Care	186,978	230,207	215,064
7260 Compensated Absences	126,986	168,435	179,252
7270 Workers' Compensation	32,272	32,373	31,311
7280 Other Benefits	142,183	87,139	106,888
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,075,488</b>	<b>\$ 2,562,756</b>	<b>\$ 2,513,093</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,624	17,711	35,039
7660 Office Expense	0	10,500	12,000
7670 Miscellaneous Expense	1,626	6,745	8,595
<b>Subtotal Services and Supplies</b>	<b>\$ 7,250</b>	<b>\$ 34,956</b>	<b>\$ 55,634</b>
<b>Capital and Local Programs Total</b>	<b>\$ 2,082,738</b>	<b>\$ 2,597,712</b>	<b>\$ 2,568,727</b>





Capital Programs Division Organizational Chart



Capital Programs Division

The Capital Programs Division is responsible for implementing OCTA’s highway projects, railroad grade separation projects, rail capital improvement projects, bus and transit facility improvements, and real estate services. The program of projects managed by the division includes Measure M2 (M2) and other state and federal funded projects. The division is responsible for

project development activities, from the initial preliminary engineering and environmental phase through the completion of construction. In addition to developing a variety of capital improvement projects, the division is also responsible for OCTA-owned transit and rail right-of-way management and leasing.



# Capital Programs

## Capital Programs Division Staffing

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Executive Director, Capital Programs</u>			
Civil Engineer	1.00	1.00	1.00
Department/Program Manager	3.00	3.00	3.00
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Project Controls Analyst	4.00	4.00	4.00
Project Manager	2.00	2.00	2.00
Real Property Agent	6.00	6.00	6.00
<b>Executive Director, Capital Programs</b>	<b>19.00</b>	<b>19.00</b>	<b>19.00</b>
<u>Rail</u>			
Department/Program Manager	2.00	2.00	2.00
Project Manager	2.00	2.00	2.00
<b>Rail</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>Highway Project Delivery</u>			
Department/Program Manager	4.00	5.00	5.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Project Manager	4.00	3.00	3.00
<b>Highway Project Delivery</b>	<b>11.00</b>	<b>11.00</b>	<b>11.00</b>
<b>Total Capital Programs</b>	<b>34.00</b>	<b>34.00</b>	<b>34.00</b>



## Capital Programs Division Expenses by Account

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,800,180	4,564,801	4,650,937
7150 Extra Help Employees	4,412	20,400	43,800
7209 Deferred Compensation	116,900	135,183	144,455
7210 Pensions	1,351,043	1,608,406	1,542,655
7220 Insurances	95,665	120,015	123,699
7240 Health Care	520,928	605,483	656,106
7260 Compensated Absences	438,047	538,712	595,804
7270 Workers' Compensation	104,379	81,532	78,859
7280 Other Benefits	327,281	297,057	374,948
<b>Subtotal Salaries and Benefits</b>	<b>\$ 6,758,835</b>	<b>\$ 7,971,589</b>	<b>\$ 8,211,263</b>
<u>Services and Supplies</u>			
7410 Administrative Services	249	0	0
7510 Professional Services	1,114,488	820,000	1,000,000
7610 Outside Services	1,170,534	2,000,000	3,430,000
7630 Advertising Fees	0	2,000	2,000
7650 Travel, Training, and Mileage	14,076	27,101	30,374
7660 Office Expense	7,284	24,153	15,253
7670 Miscellaneous Expense	3,880	11,620	10,904
7690 Leases	123,987	0	93,305
<b>Subtotal Services and Supplies</b>	<b>\$ 2,434,498</b>	<b>\$ 2,884,874</b>	<b>\$ 4,581,836</b>
<u>Capital Expenditure</u>			
9010 Work In Process	0	0	1,500,000
9020 Capital Expenditure-Locally Funded	2,205,883	5,208,000	21,956,400
<b>Subtotal Capital Expenditure</b>	<b>\$ 2,205,883</b>	<b>\$ 5,208,000</b>	<b>\$ 23,456,400</b>
<b>Total Uses</b>	<b>\$ 11,399,216</b>	<b>\$ 16,064,463</b>	<b>\$ 36,249,499</b>



## Capital Programs

### Executive Director, Capital Programs

The Executive Director of Capital Programs is responsible for ensuring that OCTA's highway and rail improvements are delivered in agreement with Board direction. The Capital Programs Division is organized around two functional areas to carry out its responsibilities and Capital Program's critical tasks through Project Controls and Real Property. Project Controls

acts as an essential support function to the Highway Programs Department by developing schedules and establishing budgets for the various capital improvement projects. Real Property handles OCTA's right-of-way and real property activity, including real estate appraisal, right-of-way acquisition, relocation assistance, and property leases.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Director, Capital Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,036,835	2,265,819	2,332,345
7150 Extra Help Employees	2,848	20,400	33,000
7209 Deferred Compensation	59,251	67,071	72,410
7210 Pensions	714,462	798,413	773,887
7220 Insurances	51,167	59,547	62,010
7240 Health Care	253,130	297,606	308,340
7260 Compensated Absences	226,548	267,279	298,652
7270 Workers' Compensation	56,427	45,562	44,069
7280 Other Benefits	212,829	147,455	187,923
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,613,497</b>	<b>\$ 3,969,152</b>	<b>\$ 4,112,636</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,114,488	820,000	1,000,000
7610 Outside Services	1,170,534	2,000,000	3,430,000
7630 Advertising Fees	0	2,000	2,000
7650 Travel, Training, and Mileage	5,996	11,166	13,800
7660 Office Expense	3,171	16,025	9,625
7670 Miscellaneous Expense	1,404	6,181	6,265
7690 Leases	123,987	0	93,305
<b>Subtotal Services and Supplies</b>	<b>\$ 2,419,580</b>	<b>\$ 2,855,372</b>	<b>\$ 4,554,995</b>
<u>Capital Expenditure</u>			
9010 Work In Process	0	0	1,500,000
9020 Capital Expenditure-Locally Funded	2,205,883	5,208,000	21,956,400
<b>Subtotal Capital Expenditure</b>	<b>\$ 2,205,883</b>	<b>\$ 5,208,000</b>	<b>\$ 23,456,400</b>
<b>Executive Director, Capital Programs Total</b>	<b>\$ 8,238,960</b>	<b>\$ 12,032,524</b>	<b>\$ 32,124,031</b>



## Rail

The Rail Department is primarily responsible for sustaining, improving, and expanding Orange County's rail system. This is achieved by providing rail and transit facilities, upgrades that support and match the growth, and development patterns of the county and region. In addition, the department is responsible for many complementary transit projects and programs such as the development and implementation of an ef-

ficient rail transit system using OCTA owned railroad right-of-way in Orange County. These responsibilities include sustaining local transit connectors, developing grade separations and grade crossing safety improvements which allow local agencies to establish railroad quiet zones, and constructing key rail stations and gateways to regional rail.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Rail</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	272,532	612,213	559,752
7209 Deferred Compensation	7,007	18,139	17,393
7210 Pensions	95,856	214,931	184,899
7220 Insurances	8,183	16,102	14,892
7240 Health Care	34,718	65,127	77,903
7260 Compensated Absences	25,879	72,281	71,738
7270 Workers' Compensation	7,024	9,592	9,277
7280 Other Benefits	10,751	37,394	42,777
<b>Subtotal Salaries and Benefits</b>	<b>\$ 461,950</b>	<b>\$ 1,045,779</b>	<b>\$ 978,631</b>
<u>Services and Supplies</u>			
7410 Administrative Services	249	0	0
7650 Travel, Training, and Mileage	512	9,938	9,966
7660 Office Expense	2,667	3,128	628
7670 Miscellaneous Expense	197	1,710	910
<b>Subtotal Services and Supplies</b>	<b>\$ 3,625</b>	<b>\$ 14,776</b>	<b>\$ 11,504</b>
<b>Rail Total</b>	<b>\$ 465,575</b>	<b>\$ 1,060,555</b>	<b>\$ 990,135</b>



## Capital Programs

### Highway Project Delivery

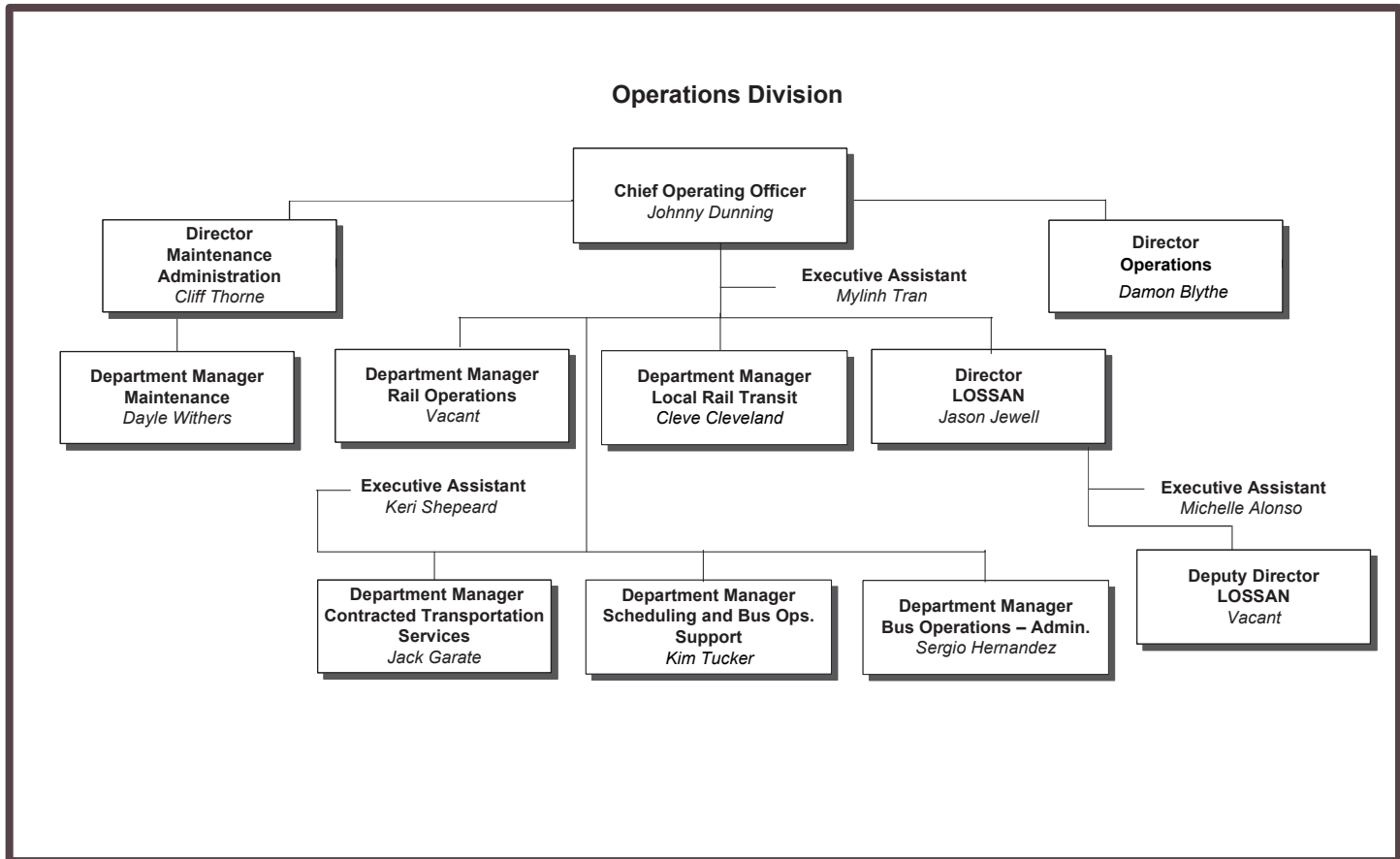
Highway Project Delivery ensures freeway and highway improvement projects that OCTA has promised to Orange County residents are built. The department is responsible for managing the implementation of freeway and highway projects in the M2 Program of

projects within Orange County. The program of projects also includes other major construction projects deemed to be regionally significant. The department also manages the implementation of individual projects within the program of projects.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Highway Project Delivery</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,490,813	1,686,769	1,758,840
7150 Extra Help Employees	1,564	0	10,800
7209 Deferred Compensation	50,642	49,973	54,652
7210 Pensions	540,725	595,062	583,869
7220 Insurances	36,315	44,366	46,797
7240 Health Care	233,080	242,750	269,863
7260 Compensated Absences	185,620	199,152	225,414
7270 Workers' Compensation	40,928	26,378	25,513
7280 Other Benefits	103,701	112,208	144,248
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,683,388</b>	<b>\$ 2,956,658</b>	<b>\$ 3,119,996</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	7,568	5,997	6,608
7660 Office Expense	1,446	5,000	5,000
7670 Miscellaneous Expense	2,279	3,729	3,729
<b>Subtotal Services and Supplies</b>	<b>\$ 11,293</b>	<b>\$ 14,726</b>	<b>\$ 15,337</b>
<b>Highway Project Delivery Total</b>	<b>\$ 2,694,681</b>	<b>\$ 2,971,384</b>	<b>\$ 3,135,333</b>



### Operations Division Organizational Chart



### Operations Division

The Operations Division is one of OCTA’s core business units delivering fixed-route and paratransit bus services. Fixed-route service includes local fixed-route, community fixed-route, limited-stop, Stationlink, and special shuttle services. Paratransit bus services consist of OC ACCESS service, the complementary paratransit service required by the ADA, and alternative programs providing service to seniors and persons with disabilities. The Operations Division is responsible for the implementation, monitoring, and performance of all transit services. To accomplish this mission, performance metrics that measure system safety, courtesy, and reliability are closely monitored.

Among the services provided, the Operations Division also includes Regional Rail Operations, Local Rail, and the LOSSAN Rail Corridor Agency. Regional Rail Operations is primarily responsible for sustaining, improving, and expanding operations of Orange County’s rail system by providing coordinated Metrolink rail service. The Local Rail is responsible for the development of a modern streetcar line that connects the SARTC to downtown Santa Ana and a new transportation hub near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove. The LOSSAN Rail Corridor Agency is a Joint Powers Authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo.



# Operations

## Operations Division Staffing

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Chief Operating Officer</u>			
Chief Operating Officer	1.00	1.00	1.00
Project Manager	2.00	1.00	0.00
Section/Department Manager	0.00	0.00	1.00
<b>Chief Operating Officer</b>	<b>3.00</b>	<b>2.00</b>	<b>2.00</b>
<u>Executive Director, Bus Operations</u>			
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
<b>Executive Director, Bus Operations</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Bus Operations</u>			
Base Manager	2.00	2.00	2.00
Bus Operations Supervisor	44.00	44.00	44.00
Coach Operator	600.00	631.00	623.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	6.50	6.50	6.50
Section Supervisor	8.00	8.00	8.00
Section/Department Manager	4.00	4.00	4.00
<b>Bus Operations</b>	<b>665.50</b>	<b>696.50</b>	<b>688.50</b>
<u>Contract Transportation Services</u>			
Business Unit Analyst	2.00	2.00	1.00
Community Transportation Coordinator	1.00	1.00	1.00
Customer Relations Representative	0.00	0.00	4.00
Department/Program Manager	2.00	2.00	1.00
Executive Assistant	1.50	2.50	0.00
Maintenance Field Administrator	3.00	4.00	4.00
Program Management Analyst	1.00	1.00	1.00
Section/Department Manager	7.00	7.00	8.00
<b>Contract Transportation Services</b>	<b>17.50</b>	<b>19.50</b>	<b>20.00</b>

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**Operations Division Staffing, continued**

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Maintenance</u>			
Base Manager	3.00	3.00	3.00
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Director	0.00	1.00	1.00
Executive Assistant	4.50	5.50	5.50
Facilities Maintenance Supervisor	3.00	3.00	3.00
Fleet Analyst	5.00	5.00	5.00
Maintenance Instructor	2.00	2.00	3.00
Maintenance Planner	1.00	1.00	2.00
Maintenance Supervisor	16.00	16.00	17.00
Mechanic	101.00	101.00	101.00
Section/Department Manager	7.00	7.00	8.00
Electronic Technician	13.00	13.00	13.00
Facilities Technician	19.00	19.00	19.00
Machinist	2.00	2.00	2.00
Service Worker	37.00	37.00	37.00
<b>Maintenance</b>	<b>215.50</b>	<b>217.50</b>	<b>221.50</b>
<u>Scheduling and Bus Operations Support</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Operations Analyst	0.00	0.00	1.00
Project Manager	0.00	0.00	1.00
Schedule Checker/Analyst	5.00	5.00	4.00
Section Supervisor	1.00	1.00	1.00
Section/Department Manager	3.00	3.00	2.00
Stops & Zones Analyst	1.00	1.00	1.00
Stops & Zones Planner	1.00	1.00	1.00
<b>Scheduling and Bus Operations Support</b>	<b>13.00</b>	<b>13.00</b>	<b>13.00</b>
<u>Regional Rail</u>			
Department/Program Manager	1.00	1.00	1.00
Rail Maintenance-of-Way Administrator	1.00	1.00	1.00
Section/Department Manager	2.00	2.00	2.00
Transportation Modeling Analyst	1.00	1.00	1.00
<b>Regional Rail</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>

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# Operations

## Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2021-22 Budget	FY 2022-23 Budget	FY 2023-24 Budget
<u>Local Rail</u>			
Business Unit Analyst	0.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Operations Analyst	0.00	1.00	1.00
Section/Department Manager	1.00	1.00	1.00
Electronic Technician	0.00	0.00	2.00
Facilities Technician	0.00	0.00	2.00
<b>Local Rail</b>	<b>2.00</b>	<b>4.00</b>	<b>8.00</b>
<u>LOSSAN Staff Administration</u>			
Accountant	2.00	2.00	2.00
Department/Program Manager	3.00	3.00	4.00
Deputy Director	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Marketing Specialist	3.00	3.00	3.00
Project Manager	1.00	1.00	0.00
Safety Specialist	1.00	1.00	1.00
Section/Department Manager	3.00	3.00	3.00
Transportation Analyst	1.00	1.00	1.00
Transportation Funding Analyst	1.00	1.00	1.00
<b>LOSSAN Staff Administration</b>	<b>18.00</b>	<b>18.00</b>	<b>18.00</b>
<b>Total Operations</b>	<b>942.50</b>	<b>978.50</b>	<b>979.00</b>



**Operations Division Expenses by Account**

Description	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	57,530,499	62,703,441	69,205,609
7150 Extra Help Employees	595,583	861,106	1,544,115
7209 Deferred Compensation	1,105,543	1,407,952	1,381,582
7210 Pensions	22,105,698	23,777,664	23,939,246
7220 Insurances	1,293,440	1,485,431	1,571,438
7240 Health Care	14,700,191	16,042,214	17,398,481
7260 Compensated Absences	9,293,753	9,698,613	10,096,122
7270 Workers' Compensation	7,459,938	6,101,536	5,996,551
7280 Other Benefits	2,434,581	3,031,356	3,101,070
<b>Subtotal Salaries and Benefits</b>	<b>\$ 116,519,226</b>	<b>\$ 125,109,313</b>	<b>\$ 134,234,214</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	77,396,971	100,030,919	123,561,623
7510 Professional Services	1,172,342	2,013,992	2,830,603
7540 Insurance Claims Expense	18,150	0	0
7610 Outside Services	5,263,651	6,156,656	6,375,959
7630 Advertising Fees	1,304	5,000	5,000
7640 Utilities	140,788	2,500	2,500
7650 Travel, Training, and Mileage	54,108	169,738	273,590
7660 Office Expense	130,077	294,091	395,576
7670 Miscellaneous Expense	102,850	232,454	202,008
7690 Leases	4,039	0	0
7710 Fuels and Lubricants	14,561,247	17,256,806	21,934,139
7740 Tires and Tubes	1,512,593	1,698,258	1,973,569
7750 Maintenance Expense	6,213,402	6,286,040	8,438,908
7780 General Equipment/Structures	34	0	0
7790 Other Materials and Supplies	899,927	1,401,170	1,205,566
7820 Taxes	53,960	69,328	111,806
7830 Contributions to Other Agencies	1,150,631	2,115,914	1,858,258
<b>Subtotal Services and Supplies</b>	<b>\$ 108,676,074</b>	<b>\$ 137,732,866</b>	<b>\$ 169,169,105</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	13,105,154	113,403,789	100,971,200
<b>Subtotal Capital Expenditure</b>	<b>\$ 13,105,154</b>	<b>\$ 113,403,789</b>	<b>\$ 100,971,200</b>
<b>Total Uses</b>	<b>\$ 238,300,454</b>	<b>\$ 376,245,968</b>	<b>\$ 404,374,519</b>



## Operations

### Chief Operating Officer

The Chief Operating Officer works to meet the existing and future transportation needs of Orange County and is responsible for the coordination of all the divisions projects, programs, services, and initiatives including Bus Operations, Maintenance, Regional Rail Opera-

tions, Local Rail Operations, and LOSSAN. The Chief Operating Officer is also accountable for reporting the division's financial and operational performance to the Chief Executive Officer and the Board of Directors.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Chief Operating Officer</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	239,729	324,511	384,568
7209 Deferred Compensation	8,985	9,615	11,950
7210 Pensions	87,067	116,809	129,912
7220 Insurances	6,596	8,537	10,234
7240 Health Care	32,791	27,704	58,448
7260 Compensated Absences	26,837	38,314	49,285
7270 Workers' Compensation	6,803	4,796	4,639
7280 Other Benefits	29,444	29,002	39,225
<b>Subtotal Salaries and Benefits</b>	<b>\$ 438,252</b>	<b>\$ 559,288</b>	<b>\$ 688,261</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	215	4,400	4,593
7670 Miscellaneous Expense	0	700	700
<b>Subtotal Services and Supplies</b>	<b>\$ 215</b>	<b>\$ 5,100</b>	<b>\$ 5,293</b>
<b>Chief Operating Officer Total</b>	<b>\$ 438,467</b>	<b>\$ 564,388</b>	<b>\$ 693,554</b>



**Executive Director, Bus Operations**

The General Manager of Bus Operations is responsible for the day-to-day management of OCTA’s bus operations, encompassing the scheduling, operations, and maintenance functions. The General Manager plays a major role in leading OCTA’s most publicly recognized service including the development and imple-

mentation of strategies to improve the operation of the bus system. Other responsibilities include oversight of bus capital projects, managing the coach operator and maintenance collective bargaining units, and organizational development.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Executive Director, Bus Operations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	258,426	385,737	310,739
7209 Deferred Compensation	11,126	11,428	9,656
7210 Pensions	96,829	138,305	102,646
7220 Insurances	7,649	10,145	8,268
7240 Health Care	40,416	47,518	45,328
7260 Compensated Absences	46,914	45,544	39,825
7270 Workers' Compensation	7,978	7,194	6,958
7280 Other Benefits	44,474	34,696	23,747
<b>Subtotal Salaries and Benefits</b>	<b>\$ 513,812</b>	<b>\$ 680,567</b>	<b>\$ 547,167</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,370	7,432	7,432
7660 Office Expense	2,043	6,000	6,000
7670 Miscellaneous Expense	516	22,469	22,719
<b>Subtotal Services and Supplies</b>	<b>\$ 7,929</b>	<b>\$ 35,901</b>	<b>\$ 36,151</b>
<b>Executive Director, Bus Operations Total</b>	<b>\$ 521,741</b>	<b>\$ 716,468</b>	<b>\$ 583,318</b>



# Operations

## Bus Operations

Bus Operations manages the delivery of bus service for OCTA's countywide fixed-route bus system from two facilities located in the cities of Garden Grove and Santa Ana. The primary function of the operating base is to ensure that all scheduled bus service is delivered in a quality manner. The base staff is responsible for oversight of coach operator performance including safety, courtesy, and reliability. Other responsibilities include ensuring that all coach operators comply with local, state, and federal laws, and the administration of established work rules and the collective bargaining agreement. The Bus Operations Department also includes support functions such as Central Communications, Field Operations, and Operations Training.

Central Communications maintains a wireless communications link to all in-service buses to provide real-time service management, prevent or address service disruptions, and maintain the ability to respond to emergencies quickly. Field Operations is responsible for actively managing the bus service on the street. Operations Training is responsible for training coach operators, conducting training campaigns at bases, retraining operators, and conducting the Annual Required Training for veteran coach operators.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Bus Operations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	38,043,094	40,772,804	45,924,695
7150 Extra Help Employees	469,889	703,906	1,401,015
7209 Deferred Compensation	844,959	1,051,371	984,743
7210 Pensions	14,663,230	15,521,851	15,744,107
7220 Insurances	851,844	970,157	1,019,434
7240 Health Care	10,395,923	11,290,232	12,169,906
7260 Compensated Absences	6,102,626	6,256,646	6,359,728
7270 Workers' Compensation	6,364,098	5,108,325	5,039,033
7280 Other Benefits	1,015,878	1,520,497	1,326,700
<b>Subtotal Salaries and Benefits</b>	<b>\$ 78,751,541</b>	<b>\$ 83,195,789</b>	<b>\$ 89,969,361</b>
<u>Services and Supplies</u>			
7540 Insurance Claims Expense	17,626	0	0
7610 Outside Services	142,217	291,985	288,179
7650 Travel, Training, and Mileage	4,457	20,933	47,296
7660 Office Expense	24,393	55,657	74,673
7670 Miscellaneous Expense	28,894	67,477	75,615
7790 Other Materials and Supplies	10,820	41,950	52,746
<b>Subtotal Services and Supplies</b>	<b>\$ 228,407</b>	<b>\$ 478,002</b>	<b>\$ 538,509</b>
<b>Bus Operations Total</b>	<b>\$ 78,979,948</b>	<b>\$ 83,673,791</b>	<b>\$ 90,507,870</b>



**Contract Transportation Services**

Contract Transportation Services is responsible for contract transportation oversight. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including OC ACCESS, OCTA’s complementary paratransit service; contracted fixed-route, which includes the Stationlink rail feeder service which provides the connection between Metrolink commuter trains and employment centers; micro-transit, vanpool, OC Flex, Transit Network Com-

pany pilot program, and the Same-Day Taxi Program for ADA eligible passengers. The contracted services staff provides direct oversight of the contractors’ performance to ensure OCTA’s operating and vehicle maintenance standards are achieved per contract guidelines and OCTA standards. Contracted services are operated out of three OCTA facilities, with fixed-route service operated from Anaheim and Irvine Sand Canyon and OC ACCESS service from Irvine Construction Circle.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Contract Transportation Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,518,112	1,828,780	1,905,812
7150 Extra Help Employees	48,164	42,600	54,000
7209 Deferred Compensation	35,013	54,183	59,219
7210 Pensions	504,701	643,632	631,560
7220 Insurances	39,539	48,099	50,706
7240 Health Care	294,325	353,317	359,489
7260 Compensated Absences	198,170	215,918	244,245
7270 Workers' Compensation	42,830	46,761	46,460
7280 Other Benefits	110,364	111,701	145,644
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,791,218</b>	<b>\$ 3,344,991</b>	<b>\$ 3,497,135</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	77,396,971	100,030,919	123,561,623
7510 Professional Services	914,901	1,596,068	1,846,753
7610 Outside Services	338,894	404,392	456,122
7650 Travel, Training, and Mileage	12,666	11,157	11,715
7660 Office Expense	13,522	119,486	158,490
7670 Miscellaneous Expense	19,082	30,469	32,352
7710 Fuels and Lubricants	8,314,051	9,590,905	11,903,593
7740 Tires and Tubes	765,475	893,708	1,137,061
7750 Maintenance Expense	385,168	488,127	327,280
7790 Other Materials and Supplies	187	0	0
7820 Taxes	20,193	29,439	38,596
7830 Contributions to Other Agencies	1,150,631	2,115,914	1,858,258
<b>Subtotal Services and Supplies</b>	<b>\$ 89,331,741</b>	<b>\$ 115,310,584</b>	<b>\$ 141,331,843</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	299,388	116,719	651,200
<b>Subtotal Capital Expenditure</b>	<b>\$ 299,388</b>	<b>\$ 116,719</b>	<b>\$ 651,200</b>
<b>Contract Transportation Services Total</b>	<b>\$ 92,422,347</b>	<b>\$ 118,772,294</b>	<b>\$ 145,480,178</b>



# Operations

## Maintenance

Maintenance is responsible for providing and maintaining a multitude of items, including the directly operated fixed-route revenue and non-revenue fleets, as well as associated operations and maintenance facilities. In addition, the department is responsible for heavy maintenance and electronics support for directly operated and contractor operated revenue fleets, and procurement of all OCTA rolling stock.

The department performs routine maintenance on an active fleet of revenue vehicles. In addition to the revenue fleet, the department also maintains non-revenue support vehicles and a contingency fleet of buses. The department consists of five sections, which include: maintenance training, base operations, Maintenance Resource Management, Transit Technical Services, and Facilities.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Maintenance</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	14,095,934	14,991,231	15,961,098
7150 Extra Help Employees	12,798	22,800	21,600
7209 Deferred Compensation	121,465	152,466	175,546
7210 Pensions	5,645,035	5,820,554	5,777,161
7220 Insurances	298,564	334,064	359,632
7240 Health Care	3,409,045	3,685,268	3,938,840
7260 Compensated Absences	2,483,095	2,628,546	2,791,448
7270 Workers' Compensation	944,309	838,539	797,486
7280 Other Benefits	954,815	1,047,379	1,201,820
<b>Subtotal Salaries and Benefits</b>	<b>\$ 27,965,060</b>	<b>\$ 29,520,847</b>	<b>\$ 31,024,631</b>
<u>Services and Supplies</u>			
7510 Professional Services	101,051	205,556	783,850
7540 Insurance Claims Expense	524	0	0
7610 Outside Services	4,174,658	4,869,928	5,018,603
7640 Utilities	140,788	2,500	2,500
7650 Travel, Training, and Mileage	25,258	74,254	149,136
7660 Office Expense	85,520	99,483	146,718
7670 Miscellaneous Expense	48,386	95,949	57,927
7690 Leases	4,039	0	0
7710 Fuels and Lubricants	6,247,196	7,665,901	10,030,546
7740 Tires and Tubes	747,118	804,550	836,508
7750 Maintenance Expense	5,828,234	5,797,913	8,111,628
7780 General Equipment/Structures	34	0	0
7790 Other Materials and Supplies	864,809	1,300,220	1,063,820
7820 Taxes	33,767	39,889	73,210
<b>Subtotal Services and Supplies</b>	<b>\$ 18,301,382</b>	<b>\$ 20,956,143</b>	<b>\$ 26,274,446</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	12,805,766	113,157,070	100,316,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 12,805,766</b>	<b>\$ 113,157,070</b>	<b>\$ 100,316,000</b>
<b>Maintenance Total</b>	<b>\$ 59,072,208</b>	<b>\$ 163,634,060</b>	<b>\$ 157,615,077</b>





### Scheduling and Bus Operations Support

Scheduling and Bus Operations Support Department is comprised of three functional areas: Scheduling, Stops and Zones, and Customer Advocacy. Scheduling creates bus schedules, determines vehicle requirements, and develops coach operator work assignments. The Stops and Zones function is responsible for

establishing and maintaining bus stops, layover zones and maintaining the agency’s nearly 5,250 bus stop locations. The Customer Advocacy function is designed to represent the interests of the agency’s internal and external customers as part of the Operations Division’s decision-making process.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Scheduling and Bus Operations Support</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	906,029	1,158,769	1,153,640
7150 Extra Help Employees	64,732	91,800	67,500
7209 Deferred Compensation	22,168	32,851	34,215
7210 Pensions	314,490	392,703	366,265
7220 Insurances	24,574	29,164	29,297
7240 Health Care	152,126	181,998	191,043
7260 Compensated Absences	104,833	130,913	141,119
7270 Workers' Compensation	25,907	31,174	30,152
7280 Other Benefits	56,924	67,723	84,150
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,671,783</b>	<b>\$ 2,117,095</b>	<b>\$ 2,097,381</b>
<u>Services and Supplies</u>			
7510 Professional Services	156,390	212,368	200,000
7610 Outside Services	607,882	590,351	613,055
7650 Travel, Training, and Mileage	5,037	6,938	9,699
7660 Office Expense	1,588	2,165	2,195
7670 Miscellaneous Expense	297	545	1,995
7790 Other Materials and Supplies	24,111	59,000	89,000
<b>Subtotal Services and Supplies</b>	<b>\$ 795,305</b>	<b>\$ 871,367</b>	<b>\$ 915,944</b>
<b>Scheduling and Bus Operations Support Total</b>	<b>\$ 2,467,088</b>	<b>\$ 2,988,462</b>	<b>\$ 3,013,325</b>



## Operations

### Regional Rail

Regional Rail is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service that supports and matches the growth and development patterns of the county and region. This

is accomplished through the coordination of activities with the SCRRA, local cities, regional entities, and state and federal agencies. Through the direction of these responsibilities, the department supports the growth of an efficient rail transit system in Orange County.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Regional Rail</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	444,999	512,975	527,227
7209 Deferred Compensation	10,016	15,197	16,382
7210 Pensions	161,447	180,092	174,156
7220 Insurances	11,789	13,494	14,028
7240 Health Care	92,467	92,540	111,278
7260 Compensated Absences	64,873	60,568	67,571
7270 Workers' Compensation	13,202	11,990	11,597
7280 Other Benefits	62,691	31,334	40,291
<b>Subtotal Salaries and Benefits</b>	<b>\$ 861,484</b>	<b>\$ 918,190</b>	<b>\$ 962,530</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	318	5,074	5,074
7660 Office Expense	260	2,000	0
7670 Miscellaneous Expense	95	1,935	0
<b>Subtotal Services and Supplies</b>	<b>\$ 673</b>	<b>\$ 9,009</b>	<b>\$ 5,074</b>
<b>Regional Rail Total</b>	<b>\$ 862,157</b>	<b>\$ 927,199</b>	<b>\$ 967,604</b>



**Local Rail**

Local Rail supports the development of a 4.15-mile route modern streetcar line branded OC Streetcar that will connect the SARTC to downtown Santa Ana and a new transportation hub near the intersection of Harbor

Boulevard and Westminster Avenue in Garden Grove. This department is responsible for the implementation of the Operations and Maintenance of the Local Rail.

Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>Local Rail</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	312,000	499,763	721,648
7209 Deferred Compensation	7,743	14,807	18,055
7210 Pensions	95,426	175,453	247,116
7220 Insurances	7,535	13,143	18,345
7240 Health Care	16,705	52,233	165,591
7260 Compensated Absences	26,283	59,005	106,702
7270 Workers' Compensation	7,809	9,592	18,477
7280 Other Benefits	32,515	34,525	53,038
<b>Subtotal Salaries and Benefits</b>	<b>\$ 506,016</b>	<b>\$ 858,521</b>	<b>\$ 1,348,972</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	26,000	26,000
7660 Office Expense	0	4,000	4,000
7670 Miscellaneous Expense	0	6,050	5,500
<b>Subtotal Services and Supplies</b>	<b>\$ 0</b>	<b>\$ 36,050</b>	<b>\$ 35,500</b>
<b>Local Rail Total</b>	<b>\$ 506,016</b>	<b>\$ 894,571</b>	<b>\$ 1,384,472</b>



## LOSSAN Staff Administration

OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. Following execution of the Interagency Transfer Agreement (ITA) between the LOSSAN Agency and the State of California in July 2015, the LOSSAN Agency assumed full administrative responsibility for management of the Pacific Surfliner intercity rail service. The ITA was amended in July 2018 for a three-year term, with two option terms for renewal. The LOSSAN Agency is administered by dedicated OCTA staff. These positions are funded through the ITA by the State of California.

The LOSSAN Agency is a Joint Powers Authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles, and San Luis Obispo. It is governed by an 11-member Board of Directors composed of officials representing rail owners, operators, and planning agencies along the rail corridor. The 351-mile LOSSAN rail corridor travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States.

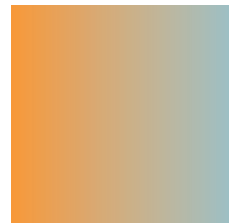
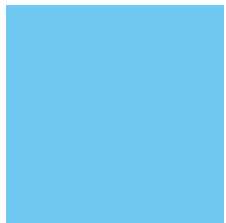
Department Expenses by Account	FY 2021-22 Actuals	FY 2022-23 Budget	FY 2023-24 Budget
<b>LOSSAN Staff Administration</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,712,176	2,228,871	2,316,182
7209 Deferred Compensation	44,068	66,034	71,816
7210 Pensions	537,473	788,265	766,323
7220 Insurances	45,350	58,628	61,494
7240 Health Care	266,393	311,404	358,558
7260 Compensated Absences	240,122	263,159	296,199
7270 Workers' Compensation	47,002	43,165	41,749
7280 Other Benefits	127,476	154,499	186,455
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,020,060</b>	<b>\$ 3,914,025</b>	<b>\$ 4,098,776</b>
<u>Services and Supplies</u>			
7630 Advertising Fees	1,304	5,000	5,000
7650 Travel, Training, and Mileage	787	13,550	12,645
7660 Office Expense	2,751	5,300	3,500
7670 Miscellaneous Expense	5,580	6,860	5,200
<b>Subtotal Services and Supplies</b>	<b>\$ 10,422</b>	<b>\$ 30,710</b>	<b>\$ 26,345</b>
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	130,000	4,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 130,000</b>	<b>\$ 4,000</b>
<b>LOSSAN Staff Administration Total</b>	<b>\$ 3,030,482</b>	<b>\$ 4,074,735</b>	<b>\$ 4,129,121</b>

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# APPENDIX



**ORANGE COUNTY TRANSPORTATION AUTHORITY**

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## Fund Descriptions

### General Fund

The General Fund supports the non-transit administrative functions of OCTA. It provides the administrative functions for OCTA, including management direction, financial and accounting services, treasury management, design and implementation of the Orange County transportation system, personnel management, and communications with various OCTA constituencies. These services are allocated to OCTA's operating funds through a cost allocation methodology approved by the FTA.

### Local Transportation Fund (LTF)

The LTF was established in 1971 through the TDA and is derived from a one-quarter cent state sales tax collected in Orange County. LTF revenues are used only for public transit and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed-route bus operations, and paratransit services.

### Orange County Unified Transportation Trust (OCUTT) Fund

The OCUTT Fund was established with interest earnings from LTF revenues. This fund was nearly depleted in December 1995 when, as part of the TDA Diversion Financial Recovery Plan, the Board approved the transfer of \$34.4 million in OCUTT funds to fund future bus operations. Currently, OCUTT accumulates fund balance from interest earned on the Capital Projects fund.

### Service Authority for Freeway Emergencies (SAFE) Fund

The SAFE Fund is responsible for the maintenance and operation of call boxes on Orange County freeways. This fund also includes the FSP program that consists of a fleet of tow trucks dedicated to assisting stranded motorists during peak travel hours. The operation of the SAFE program is funded by a yearly assessment on motor vehicle registration.

### State Transit Assistance (STA) Fund

The STA Fund, created by the California Legislature in 1979, provides a second source of TDA funding for transportation planning and mass transportation purposes. STA Fund revenues are derived from sales tax on diesel fuel. As of 2017, this revenue was increased based on the passage of the Road Repair and Accountability Act. These revenues may be used for capital and operating expenditures related to public transportation.

### LTA Measure (M2) Fund

The LTA Fund incorporates all activities associated with the M2 Ordinance approved in November 2006. The Ordinance extended the already established one-half percent sales tax to fund transportation-related projects. The M2 Ordinance will cover a 30-year period beginning April 1, 2011 to March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures beginning in 2007 through 2041 are accounted for in this fund.

### Regional Rail Fund

The Regional Rail Fund accounts for the operation of regional rail service and the maintenance of OCTA-owned right-of-way. This fund supports OCTA's long-term operating and capital funding of Metrolink regional rail services.

### Orange County Transit District (OCTD) Fund

The OCTD Fund is an enterprise fund that supports the administrative, operational, and capital functions of the fixed-route, rail feeder, express, and paratransit bus service.

### Local Rail Fund

The Local Rail Fund supports the operating costs of the Local Rail service.



### **Express Lanes Funds**

The Express Lanes Funds support the 91 Express Lanes and 405 Express Lanes. The 91 Express Lanes Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes. The 405 Express Lanes Fund supports the express lanes portion of the I-405 Improvement Project.

### **Internal Service Funds**

The Internal Service Funds were established to account for the costs of OCTA benefits and insurance programs. There are two internal service funds which record all applicable revenues and expenditures associated with PL&PD and Workers' Compensation.

### **Scholarship Fund**

Every year in September, OCTA staff can sign up to donate money to this fund. This money is used to give scholarships to staff's family for college costs. To receive money from this fund, students must write an essay as to why they want to attend college. The essays are judged, and winners are awarded according to the amount of funding collected in that fiscal year.

### **Transit Development Capital Projects Fund**

The OCTD Capital Projects Fund was established to track federally funded capital projects administered by OCTA in which OCTD is the grantee or legal recipient. Current projects include the OC Streetcar and Transit Security Operations Center projects.

### **Measure M2 Bond Debt Service Fund**

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund.

### **American Public Transportation Association (APTA) Fund**

The APTA Fund supports revenues and expenditures associated with OCTA's hosting of the APTA Expo.

### **Additional Retiree Benefit Account (ARBA) Trust Fund**

The OCTA currently provides a supplemental retirement benefit known as the ARBA. This benefit is offered to retired members of the OCERS in order to assist career OCTA employees in maintaining health insurance coverage following their retirement from OCTA service. OCTA does not provide retiree medical benefits. The ARBA benefit has been funded and administered pursuant to a 1994 Memorandum of Understanding with OCERS and its subsequent amendments (collectively, the ARBA Agreement). The ARBA benefit was originally funded through excess earnings of the retirement system and held as part of the unallocated fund balance. As the unallocated fund balance was reduced due to benefit payments and market performance, participating agencies began contributing 0.5 percent, then later 1.0 percent of payroll. OCTA continues to allocate internally, approximately 1.0 percent of payroll to fund the benefit.



## Glossary

**Amended Budget:** The approved budget as amended by the Board of Directors through the course of a fiscal year.

**Appropriation:** Legal authorization to make expenditures and to incur obligations for specific purposes. An appropriation is usually limited in amount and to the time when it may be expended.

**Approved Budget:** The official budget as approved by the Board of Directors.

**Budget:** A plan of financial operations comprised of estimated expenditures for a given period (one fiscal year) and the proposed means of financing the expenditures (through revenues and reserves).

**Capital Expenditure:** Outlay for vehicles, equipment, and tools with a total cost of greater than \$5,000 and an initial useful life in excess of one year.

**Construction Capital Expenditure:** Outlay for the construction or purchase of a facility that is expected to provide service for a considerable period.

**Contracted Service:** Services rendered in support of OCTA operations and activities by external parties. These are generally based upon formal contracts or purchase orders.

**Debt Service Fund:** A fund established for the payment of interest and principal on all debt.

**Department:** An organizational subgroup of a division.

**Designation:** Funds put aside in the current year for future year expenditures.

**Division:** A major organizational group with overall management responsibility for an operation or a group of related operations within a functional area.

**Encumbrance:** The commitment of appropriated funds to purchase goods or services. At OCTA, encumbrances are defined by a specific scope of work, typically firm-fixed price contracts and purchase orders for non-inventory goods.

**Expenditures:** Decreases in net financial resources. Expenditures include current operating and capital expenses that require the current or future use of net current assets, debt service, and capital outlays.

**Expenses:** Decreases in net total assets. Expenses represent the total cost of operations during a period regardless of the timing of related expenditures.

**External Budget:** The legally approved budget net of inter-fund transfers. Those amounts in the budget representing transfers and inter-fund reimbursements are subtracted from the legally adopted budget amount.

**Farebox Revenue:** Fares received from passengers boarding OCTA's fixed-route and paratransit bus service.

**Fiscal Year:** A 12-month period to which the annual budget applies and at the end of which a government determines its financial position, the results of its operations, and adopts a budget for the coming year. OCTA's fiscal year is from July 1 to June 30.

**Full-Time Equivalent (FTE):** The conversion of full-time and part-time employee hours to an equivalent of a full-time position. For example: one person working half time would count as 0.5 FTE.

**Fund:** A fund is an independent fiscal and accounting entity. A fund has self-balancing accounts, recording resources, related liabilities, obligations, reserves, and equities segregated for the purpose of carrying out specific activities or attaining certain objectives in accordance with special regulations, restrictions, or limitations.



**Fund Balance:** A term used to express the equity (assets minus liabilities) of governmental fund and fiduciary fund types.

**General Fund:** The General Fund is the general operating fund of OCTA. All general tax revenues and other receipts that are not allocated by law or contractual agreement to some other fund are accounted for in this fund. Expenditures of this fund include the general operating expenses and other costs that are not paid through other funds.

**Generally Accepted Accounting Principles (GAAP):** Uniform minimum standards for financial accounting and reporting. They govern the form and content of the basic financial statements of an entity. GAAP encompasses the conventions, rules, and procedures necessary to define accepted accounting practices at a particular time. They include not only broad guidelines of general application, but also detailed practices and procedures. GAAP provides a standard by which to measure financial presentations.

**Internal Budget:** The legally adopted budget including all inter-fund transfers and other internally designated objects.

**Internal Service Fund:** Internal Service Funds account for the revenues and expenditures associated with employee health care programs, the public liability and property damage program, and the workers' compensation program.

**Modified Accrual Basis:** The accrual basis of accounting where revenues are recognized when they become both "measurable" and "available" to finance expenditures of the current period. All governmental funds and agency funds are accounted for using the modified accrual basis of accounting.

**Object Code:** The classification of expenditures in terms of what is bought and paid for grouped into major object codes by subject.

**Objective:** A simply stated readily measurable statement of aim or expected accomplishment within the fiscal year. A good statement of objective should imply a specific standard of performance for a given program.

**Operating Budget:** A budget which focuses on every day operating activities and programs.

**Operating Transfers:** Legally authorized transfers from a fund receiving revenue to the fund through which the resources are to be expended.

**Proposed Budget:** A budget in its preliminary preparation stage prior to review and adoption by the Board of Directors.

**Revenue:** Monies that OCTA receives as income such as sales taxes, farebox revenue, fees from specific services, receipts from other governments, fines, grants, and interest income.

**Salary and Benefit Expenses:** Compensation paid to or on behalf of OCTA employees for salaries and wages, overtime, and benefits.

**Taxes:** Compulsory charges levied by a government for financing services performed for the common benefit. This term does not include specific charges made against particular persons or property for current or permanent benefits such as special assessments. Neither does the term include charges for services rendered only to those paying such charges as, for example, user charges.

**Use of Prior Year Designations:** Funds set aside in prior years to be used on current year operational expenses.



### Gann Appropriation Limit

In November 1979, the voters of the State of California approved Proposition 4, commonly known as the Gann Initiative. The Proposition created Article XIII B of the State Constitution, placing limits on the amount of revenue that can be spent by public agencies from the “proceeds of taxes.” Proposition 4 became effective for Fiscal Year 1980-81, but the formula for calculating the limits was based on FY 1978-79 (base year) revenues.

In 1980, the State Legislature added Section 9710 to the Government Code, providing that the governing body of each local jurisdiction must establish, by resolution, an appropriations limit for the following year. The appropriation limit for any fiscal year is equal to the previous year’s limit adjusted for population changes and changes in the California per capita personal income.

The LTA or M2 and the OCTA General Fund representing the functions of the Orange County Transportation Commission (OCTC), now a part of OCTA, are subject to the requirements of Article XIII B. Both agencies receive tax revenues, the LTA from the one-half cent local sales tax and the OCTA General Fund from one-quarter cent state sales tax allocations for administration, planning, and programming of the LTF, which is exempt from the Gann limits on the spending of certain

tax revenues. Appropriation limits are calculated for and applied to both legal entities and are reviewed as part of OCTA’s annual financial audit.

In accordance with the requirements of the Article XIII B implementing legislation, the Board of Directors voted to approve OCTA Resolution No. 2023-026 and LTA Resolution No. 2023-025 on June 12, 2023 establishing appropriations limits for the OCTA General Fund at \$14,628,424 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$2,210,761,786. The total amount authorized to be expended by the OCTA General Fund and LTA Fund from tax proceeds and interest from tax proceeds is \$7,102,539 and \$493,182,875 respectively. Both appropriations fall within the limits set by the Gann Initiative.

Based on historic trends and future projections, it appears that OCTA’s and LTA’s use of the proceeds of taxes (as defined by Article XIII B) will continue to fall below the Gann appropriations limits. The projected gap between OCTA’s projected use of “proceeds of taxes” and the Gann appropriations limits remains significant over the next decade.

The resolutions and calculations for the FY 2023-24 appropriation limits are on the following pages.



**RESOLUTION No. 2023-026 OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2023-24**

**WHEREAS**, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

**WHEREAS**, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The Orange County Transportation Authority - General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority - General Fund for fiscal year 2023-24 is \$14,628,424.
2. The total amount authorized to be expended by the Orange County Transportation Authority - General Fund during fiscal year 2023-24 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$7,102,539.
3. The appropriations limit for fiscal year 2023-24 exceeds proceeds of taxes for fiscal year 2023-24 by \$7,525,885.

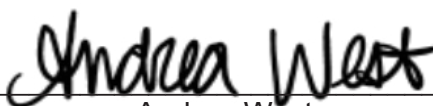
ADOPTED, SIGNED, AND APPROVED this 12th day of June 2023.

**AYES:** Chair Tempore Do, and Directors Chaffee, Diaz, Dumitru, Federico, Foley, Goodell, Harper, Hennessey, Jones, Jung, Khan, Lopez, Sarmiento, and Wagner

**NOES:** None

**ABSENT:** Chairman Hernandez and Vice Chairman Nguyen

**ATTEST:**

  
 \_\_\_\_\_  
 Andrea West  
 Interim Clerk of the Board

  
 \_\_\_\_\_  
 Andrew Do, Chair Tempore  
 Orange County Transportation Authority

OCTA Resolution No. 2023-026



**RESOLUTION No. 2023-025 OF THE  
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2023-24**

**WHEREAS**, Article XIII B of the California constitution and Sections 7900 through 7913 of the California Government Code require the establishment of an appropriations limit; and

**WHEREAS**, appropriations limits are applicable to funds received from the proceeds of taxes and interest earned on such proceeds.

**NOW, THEREFORE, BE IT RESOLVED** as follows:

1. The Orange County Local Transportation Authority/Measure M2 hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Local Transportation Authority/Measure M2 for fiscal year 2023-24 is \$2,210,761,786.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the fiscal year 2023-24 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$493,182,875.
3. The appropriations limit for fiscal year 2023-24 exceeds proceeds of taxes for fiscal year 2023-24 by \$1,717,578,911.

ADOPTED SIGNED AND APPROVED this 12th day of June 2023.

**AYES:** Chair Tempore Do, and Directors Chaffee, Diaz, Dumitru, Federico, Foley, Goodell, Harper, Hennessey, Jones, Jung, Khan, Lopez, Sarmiento, and Wagner

**NOES:** None

**ABSENT:** Chairman Hernandez and Vice Chairman Nguyen

**ATTEST:**

Andrea West  
Interim Clerk of the Board

Andrew Do, Chair Tempore  
Orange County Local Transportation Authority

OCLTA Resolution No. 2023-025



**RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2023-24**

**WHEREAS**, the Chief Executive Officer and staff have prepared and presented to the Board of Directors a proposed operating and capital budget in the amount of \$1,698.5 million for fiscal year 2023-24;

**WHEREAS**, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 8, 2023, in the Board Chambers, at which time the proposed budget was considered;

**WHEREAS**, a public hearing was conducted on June 12, 2023, at which the public was invited to express its views and objections to said budget; and;

**WHEREAS**, the original of said proposed budget will be revised to reflect each and all of the amendments, changes, and modifications which the Board of Directors, up to the time of the approval of this resolution, believes should be made in said proposed budget as so submitted and to correct any non-substantive errors or omissions.

**NOW, THEREFORE BE IT RESOLVED**, by the Board of Directors of the Orange County Transportation Authority as follows:

1. The operating and capital budget of the Orange County Transportation Authority and all affiliated agencies for the fiscal year July 1, 2023 through June 30, 2024, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify to the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 12th day of June 2023.

AYES: Chair Tempore Do, and Directors Chaffee, Diaz, Dumitru, Federico, Foley, Goodell, Harper, Hennessey, Jones, Jung, Khan, Lopez, Sarmiento, and Wagner

NOES: None

ABSTAIN: None

ABSENT: Chairman Hernandez and Vice Chairman Nguyen

ATTEST:

Andrea West  
Interim Clerk of the Board

Andrew Do, Chair Tempore  
Orange County Transportation Authority

OCTA Resolution No. 2023-024





### Map of Orange County

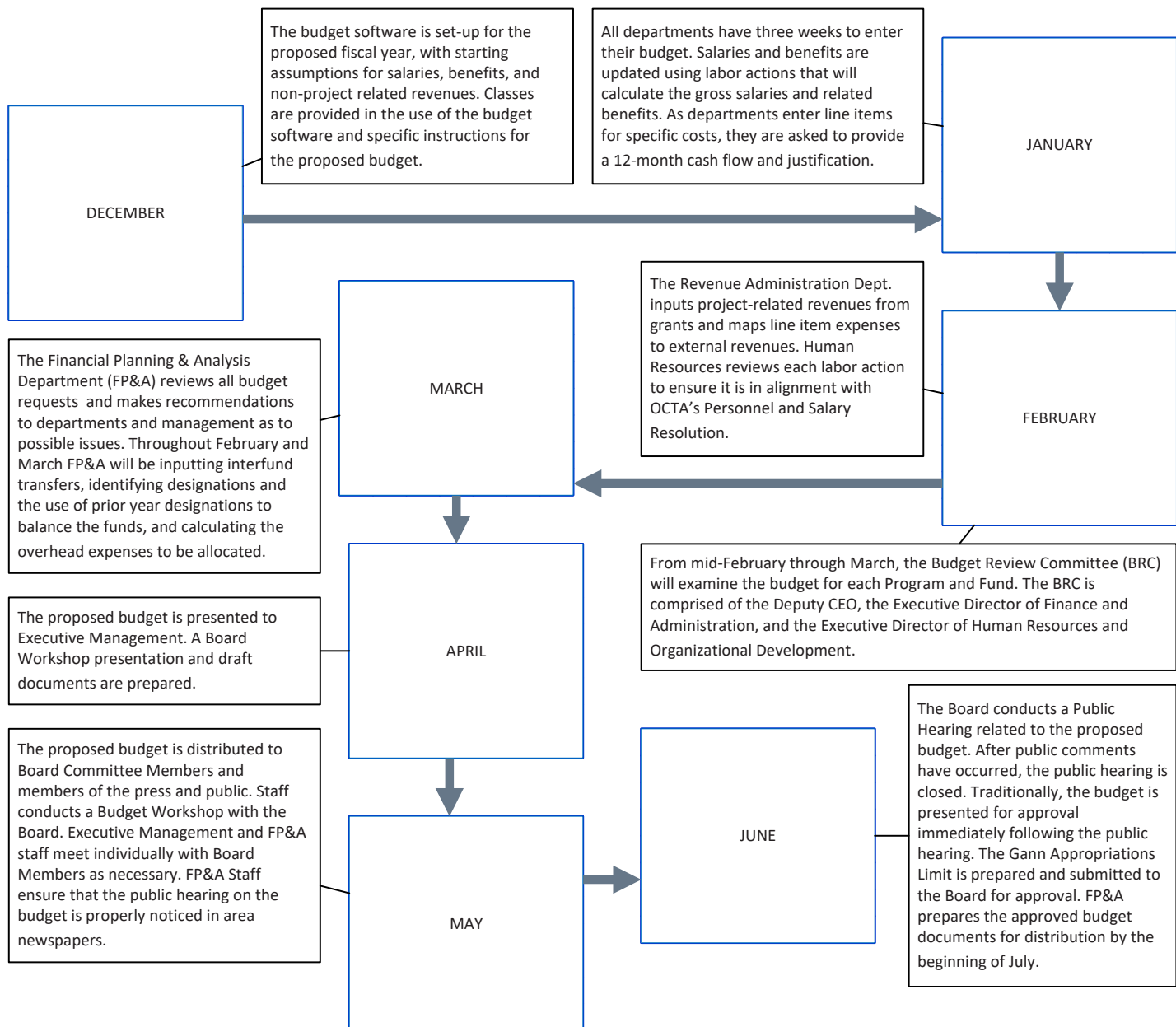




### Budget Calendar

Every year, OCTA develops its staffing, operating, and capital plans for the upcoming fiscal year. The product of this effort is an approved fiscal year budget. The budget outlines the expected funding sources and expenditures that represent OCTA’s year-long commitment to transportation projects and services.

Altogether, budget preparation takes approximately seven months. Work typically begins with revenue projections in December and culminates in June with a Public Hearing and Board approval of the budget. The budget calendar is outlined below.





## Financial Reporting

OCTA accounts for its operations by using separate funds to manage and report financial activities. The General Fund finances most administrative and planning functions. Enterprise funds are used to account for operation of the Orange County Transit District and 91 Express Lanes. Special Revenue and Capital Project Funds are used to account for revenue sources restricted by regulation or Board policy. Expendable trust funds account for money set-aside in special accounts by the Board to subsidize such services as bus operations.

Following approval, the budget is incorporated into the accounting system, where the budget is compared with actual performance throughout the fiscal year. The budget is an evolving document that will change as economic and business conditions warrant. Changes to the budget will take the form of budget transfers or Board-approved amendments. Once the budget is adopted by the Board, the budget team tracks the performance of the actuals in comparison to the approved budget and reports the progress to Executive Management and to the Board on a quarterly basis.

OCTA utilizes several financial policies in guiding day-to-day operations and ensuring long-term financial sustainability. While there are overriding agency-wide financial policies, some financial policies are program-specific. A brief description of the major financial policies follows:

### **Budget Policy**

OCTA's Budget Policy articulates that an annual budget will be prepared in accordance with the CBP, will be subject to a public hearing, and expenses will be controlled at the "Major Object" level. The three Major Objects for expenses at OCTA are salaries and benefits, services and supplies, and capital expenditures.

The approved budget can be amended by the Board to alter both appropriations and estimated revenues as unforeseen circumstances arise. Division and department heads are authorized to approve appropriation

transfers within major objects. Appropriation transfers between major objects require Board approval. Accordingly, the legal level of budgetary control at which expenditures cannot exceed appropriations for budgeted funds, is at the major object level. Apart from accounts that have been encumbered, appropriations lapse at year-end.

### **OCTA's Debt Policy**

OCTA's Treasurer is responsible for the sale of debt for the specific OCTA entities that are legally authorized to issue and guarantee debt: Orange County Local Transportation Authority, Orange County Transit District, Service Authority for Freeway Emergencies, and the 91 Express Lanes. OCTA's main objectives in the sale of debt are to:

- Obtain the lowest possible cost of funds for each of OCTA's borrowing programs.
- Obtain the highest possible credit ratings that allow sufficient flexibility.
- Minimize risk exposure to variable rate debt and/or derivatives.
- Maintain the required secondary market disclosure with the rating agencies, institutional, and retail investors.

OCTA's Comprehensive Debt Management Policy contains the policies and the procedures that govern all debt sales. All participants performing services on OCTA's debt sales must comply with the policies and procedures and are expected to consistently perform at a level which provides maximum benefit to OCTA. The Treasurer, after consultation with and approval by OCTA's Finance and Administration Committee, reserves the right to remove any participant from an OCTA transaction or underwriting pool at any time for substandard performance or failure to abide by OCTA's Comprehensive Debt Management Policy. The Treasurer actively manages all phases of each financing. All decisions related to each transaction are subject to the Treasurer's approval. In order to obtain more details related to OCTA's Comprehensive Debt Management Policy, contact OCTA's Treasury Department.



### **Basis of Accounting**

OCTA's accounting records are maintained in full accordance with GAAP as established by the Government Accounting Standards Board. The basis for budgeting is also in accordance with GAAP except for certain multi-year contracts, for which the entire amount of the contract is budgeted and encumbered in the year of execution.

All governmental funds use the modified accrual basis of accounting. Under the modified accrual basis of accounting, revenues are recognized when susceptible to accrual (e.g., when they become both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. Expenditures are recorded when the related fund liability is incurred.

Principal and interest on general long-term debt are recorded when payment is due. Those revenues susceptible to accrual are sales taxes collected and held by the state at year-end on behalf of OCTA, intergovernmental revenues, interest revenue, and fines and fees. Property taxes are considered available if they are collected within 60 days after year-end.

In applying the "susceptible to accrual" concept to intergovernmental revenues, there are essentially two types of revenues. In one, monies must be expended on the specific purpose or project before any amounts will be paid to OCTA; therefore, revenues are recognized based upon the expenditures incurred. In the other, monies are virtually unrestricted and are usually revocable only for failure to comply with prescribed compliance requirements. These resources are reflected as revenues at the time of receipt or earlier if the susceptible-to-accrual criterion is met.

On a periodic basis, OCTA reviews the financial health of each of its programs by developing a long-term financial planning document called the CBP. As part of this process, each program is reviewed over a 20-year horizon. For the bus program, the goal is to determine

a financially sustainable level of service and an accompanying capital plan based on anticipated revenues.

Capital requirements are listed at a granular level in the CBP, meaning that OCTA assets are cataloged with an expected cost, depreciation, and an inflation factor. After taking into consideration any expected grant revenues for each asset, OCTA uses these three factors to determine how much in local funding needs to be set aside each year so that each asset can be replaced when it reaches the end of its useful life. For example, a standard 40-foot bus costs approximately \$600,000 and is depreciated over 18 years. If a bus is entirely locally funded, it would mean that \$33,333 ( $\$600,000 / 18$  years) would need to be set aside each year to replace that bus after 18 years. This process is applied to each OCTA asset and establishes a total amount of local funds that needs to be set aside each year.

### **OCTA's Reserve Policy**

The Orange County Transportation Authority operates programs whose revenues can be greatly impacted during times of economic uncertainty or recession. These decreases in revenue can stem from reduced sales tax revenue, reduced fare or toll revenue, or less support from Federal or State sources. As a result, OCTA has a history of maintaining reserves implemented through its CBP and annual budget process.

OCTA operates three programs: Bus, 91 Express Lanes, and Motorist Services, that are reliant on stable revenue sources and are most immediately impacted during periods of economic uncertainty. Decreases in revenue can produce immediate impacts to their ability to fund operating and capital requirements. As a result, operating and capital reserves can help mitigate the impacts to service levels and the funding of capital projects during times of economic uncertainty. In preparation for future economic downturns, OCTA has formalized a reserve policy for the three programs. The Reserve Policy addresses three reserve categories within each of the programs. The three reserve categories are: operating, capital, and debt.



Each year, OCTA sets aside operating funds for future capital expenditures to support the transit system. The process of establishing the set-aside involves analyzing available grant revenues and capital requirements over the next 20 years to determine the amount that needs to be set-aside in the upcoming budget year.

OCTA undertakes a conservative approach to funding its ongoing capital requirements to support the local Bus Program. This process involves the establishment of a capital replacement fund that is funded each year during the annual budget process. Put simply, OCTA saves for a portion of each of its planned capital assets each year so that when an asset reaches its useful life, OCTA has the cash resources on-hand to replace the asset. This conservative, private sector-style approach affords OCTA the opportunity to maximize revenues for operating purposes by avoiding interest costs associated with debt service payments, protects the operation from wild fluctuations in funds available for service, and ensures that capital assets do not fall into a state of disrepair.

*California Society of Municipal  
Finance Officers*

*Certificate of Award*

***Operating Budget Excellence Award  
Fiscal Year 2022-2023***

*Presented to the*

***Orange County Transportation Authority***

For meeting the criteria established to achieve the CSMFO Excellence Award in Budgeting.

***February 10, 2023***



**Scott Cattlett  
2022 CSMFO President**



**James Russell-Field, Chair  
Recognition Committee**

***Dedicated Excellence in Municipal Financial Reporting***



## Cash Flow Statement - Bus Program

(millions)	2022-23	2023-24	2024-25	2025-26	2026-27	2031-32	2036-37	2041-42
<b>Beginning balance</b>	\$ 588.9	493.4	332.2	394.2	440.6	593.5	499.7	216.3
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Sales Tax Revenue	27.1	201.5	225.5	236.1	249.2	308.6	397.7	540.8
Passenger Fares	35.3	39.0	45.0	45.3	45.6	47.3	49.0	50.8
Property Tax Revenue	17.8	18.8	19.9	21.0	22.2	29.2	38.4	50.5
California Senate Bill 1	28.8	14.2	14.5	14.5	14.5	14.5	14.5	14.5
Federal Supplemental Funding	147.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous Revenues	5.2	5.2	5.2	5.2	5.3	5.4	5.5	5.6
Advertising Revenue	4.0	4.1	4.2	4.3	4.4	4.9	5.5	6.2
Alternative Fuel Tax Credit	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
State Transit Assistance Fund	20.0	17.1	17.7	17.7	17.7	17.7	17.7	17.7
<b>Total sources of funds</b>	\$ <b>288.9</b>	<b>302.9</b>	<b>332.0</b>	<b>344.2</b>	<b>358.9</b>	<b>427.6</b>	<b>528.4</b>	<b>686.1</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and Benefits	126.2	132.7	136.0	139.7	144.6	171.3	216.2	279.2
Purchased Transportation Services	101.8	109.9	132.9	138.3	143.2	167.0	197.8	239.6
Administrative Service Expense	47.5	49.9	51.9	55.0	58.4	77.4	100.4	128.3
Maintenance, Parts, and Fuel	25.0	25.6	30.5	32.1	33.6	43.1	57.5	68.7
Professional Services	25.5	26.4	28.4	29.6	30.3	34.0	40.0	49.3
General and Administrative	4.9	5.1	5.4	5.7	5.8	6.5	7.6	9.4
Other Operating Expense	4.1	4.3	4.8	5.0	5.1	5.8	6.8	8.4
<b>Total uses of funds</b>	\$ <b>335.0</b>	<b>353.9</b>	<b>390.0</b>	<b>405.4</b>	<b>421.0</b>	<b>505.0</b>	<b>626.3</b>	<b>783.0</b>
<b>Net cash provided by operations</b>	\$ <b>(46.1)</b>	<b>(51.0)</b>	<b>(58.0)</b>	<b>(61.2)</b>	<b>(62.1)</b>	<b>(77.3)</b>	<b>(97.9)</b>	<b>(96.8)</b>
<b>Operating Grants</b>								
Federal Formula Grant 5307	59.5	63.3	69.6	72.6	75.2	88.7	107.3	104.2
Federal Formula Grant 5310	3.5	3.6	3.7	3.7	3.8	4.3	4.8	5.3
CMAQ	1.9	2.1	2.1	2.1	0.0	0.0	0.0	0.0
<b>Operating Transfers In</b>								
Measure M	2.6	3.0	3.3	3.3	3.3	3.4	3.4	3.5
Rail Feeder	2.4	2.6	2.6	2.7	2.8	3.2	3.8	4.3
<b>Net cash provided by noncapital financing activities</b>	\$ <b>69.8</b>	<b>74.5</b>	<b>81.3</b>	<b>84.4</b>	<b>85.2</b>	<b>99.6</b>	<b>119.3</b>	<b>117.3</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital Grants/Other Capital Revenues	24.5	17.2	155.0	21.3	21.8	24.1	26.7	29.6
Acquisition/Construction of Capital Assets	(162.0)	(217.3)	(128.9)	(10.6)	(5.8)	(35.0)	(41.3)	(38.4)
<b>Net cash used by capital and related financing activities</b>	\$ <b>(137.6)</b>	<b>(200.0)</b>	<b>26.0</b>	<b>10.7</b>	<b>16.0</b>	<b>(10.9)</b>	<b>(14.6)</b>	<b>(8.8)</b>
<b>Cash flows from investing activities:</b>								
Interest on Investments	18.4	15.4	12.6	12.5	13.9	18.5	15.7	7.2
<b>Net cash provided by investing activities</b>	\$ <b>18.4</b>	<b>15.4</b>	<b>12.6</b>	<b>12.5</b>	<b>13.9</b>	<b>18.5</b>	<b>15.7</b>	<b>7.2</b>
<b>Net increase/decrease in cash</b>	\$ <b>(95.5)</b>	<b>(161.1)</b>	<b>62.0</b>	<b>46.4</b>	<b>52.9</b>	<b>29.8</b>	<b>22.5</b>	<b>18.9</b>
<b>Available cash</b>	\$ <b>493.4</b>	<b>332.2</b>	<b>394.2</b>	<b>440.6</b>	<b>493.5</b>	<b>623.4</b>	<b>522.2</b>	<b>235.2</b>



# Appendix

## Cash Flow Statement - Rail

(millions)	2022-23	2023-24	2024-25	2025-26	2026-27	2031-32	2036-37	2041-42
<b>Beginning balance</b>	\$ 226.2	261.5	238.7	199.4	170.9	80.8	(3.4)	(110.8)
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Measure M2 sales tax (Project R)	44.4	45.5	47.4	49.2	50.8	60.7	72.3	0.0
Federal operating revenue	19.5	9.5	9.5	9.5	9.5	9.5	9.5	9.5
Miscellaneous revenue	23.7	2.9	2.9	1.1	1.1	1.2	1.4	1.5
State Transit Assistance Fund	1.5	1.6	1.3	1.4	1.4	1.4	1.4	1.4
Federal Supplemental Funding	26.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total sources of funds</b>	\$ <b>115.8</b>	<b>59.6</b>	<b>61.2</b>	<b>61.2</b>	<b>62.8</b>	<b>72.9</b>	<b>84.6</b>	<b>12.4</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Subsidy to SCRRRA	46.2	47.5	48.7	49.6	50.8	56.7	63.3	70.6
Management fee expense	3.9	4.2	4.4	4.7	4.9	6.2	8.0	10.2
Professional services	7.3	7.8	8.0	8.0	8.3	8.7	9.7	9.5
Repayment of Proposition 116 Funds	3.3	3.3	3.4	3.5	3.6	4.2	4.9	5.7
Other operating expenses	2.2	2.3	2.5	2.6	2.6	3.0	3.5	4.0
<b>Total uses of funds</b>	\$ <b>62.8</b>	<b>65.2</b>	<b>67.0</b>	<b>68.4</b>	<b>70.2</b>	<b>78.7</b>	<b>89.3</b>	<b>99.9</b>
<b>Net cash provided by operations</b>	\$ <b>52.9</b>	<b>(5.6)</b>	<b>(5.8)</b>	<b>(7.2)</b>	<b>(7.4)</b>	<b>(5.9)</b>	<b>(4.7)</b>	<b>(87.5)</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	13.1	42.2	18.5	45.7	25.2	13.7	15.4	17.1
Acquisition/construction of capital assets	(35.8)	(65.6)	(56.8)	(70.3)	(50.3)	(23.6)	(26.4)	(17.1)
Principal & interest paid on TECP/bonds	(1.0)	(1.0)	(1.4)	(2.0)	(2.0)	(2.0)	(2.0)	0.0
<b>Net cash used by capital and related financing activities</b>	\$ <b>(23.8)</b>	<b>(24.4)</b>	<b>(39.7)</b>	<b>(26.6)</b>	<b>(27.1)</b>	<b>(11.8)</b>	<b>(13.0)</b>	<b>0.0</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	6.2	7.2	6.3	5.3	4.4	2.0	0.0	0.0
<b>Net cash provided by investing activities</b>	\$ <b>6.2</b>	<b>7.2</b>	<b>6.3</b>	<b>5.3</b>	<b>4.4</b>	<b>2.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Net increase/decrease in cash</b>	\$ <b>35.3</b>	<b>(22.9)</b>	<b>(39.3)</b>	<b>(28.5)</b>	<b>(30.1)</b>	<b>(15.7)</b>	<b>(17.7)</b>	<b>(87.5)</b>
<b>Available cash</b>	\$ <b>261.5</b>	<b>238.7</b>	<b>199.4</b>	<b>170.9</b>	<b>140.8</b>	<b>65.0</b>	<b>(21.2)</b>	<b>(198.4)</b>





## Cash Flow Statement - Measure M2

(millions)	2022-23	2023-24	2024-25	2025-26	2026-27	2031-32	2036-37	2040-41
<b>Beginning balance</b>	\$ 823.0	578.5	595.4	629.6	736.3	1,372.6	1,087.2	746.8
<b>Sources of funds:</b>								
Sales tax revenue	453.4	468.8	487.5	504.1	518.7	608.7	716.1	608.5
Bond proceeds	-	-	-	-	-	-	-	-
Interest	21.9	18.5	18.2	17.7	18.5	27.0	28.1	27.5
Other revenues (private, local, state, & fed. funding)	337.7	308.5	189.6	190.9	176.7	2.5	78.2	-
<b>Total sources of funds</b>	\$ 813.0	795.8	695.4	712.7	713.9	638.2	822.4	635.9
<b>Debt service</b>								
Gross debt service on TECP/bonds	48.7	49.2	47.3	47.3	49.8	49.7	49.6	49.4
<b>Total debt service payments</b>	48.7	49.2	47.3	47.3	49.8	49.7	49.6	49.4
<b>Program expenditures</b>								
Freeway projects	630.2	437.5	230.3	277.2	316.2	21.6	487.0	298.1
Streets & roads projects	121.1	123.7	129.8	145.5	157.1	174.7	205.3	154.9
Transit projects	230.8	141.6	226.5	108.4	131.0	154.1	168.7	141.7
Environmental cleanup	6.0	5.6	5.0	4.7	7.2	9.9	16.2	11.3
Taxpayer safeguards & audits	8.5	8.8	9.2	9.5	9.8	11.4	13.5	11.4
Non-project related expenditures	12.1	12.6	13.1	13.5	13.9	16.3	19.2	16.3
<b>Total program expenditures</b>	1,008.8	729.7	613.8	558.8	635.1	388.0	909.8	633.8
<b>Net cash provided by operations</b>	\$ (244.5)	17.0	34.2	106.7	29.0	200.5	(136.9)	(47.3)
<b>Available cash</b>	\$ 578.5	595.4	629.6	736.3	765.3	1,573.1	950.2	699.4



# Appendix

## Cash Flow Statement - 91 Express Lanes

(millions)	2022-23	2023-24	2024-25	2025-26	2026-27	2031-32	2036-37	2041-42
<b>Beginning balance</b>	\$ 233.5	148.6	231.1	190.7	123.0	100.8	191.5	428.7
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Toll revenue	50.3	49.8	55.7	58.5	55.4	69.8	85.3	98.6
Non-Toll Revenue	4.2	4.3	4.4	4.5	4.6	5.1	5.7	6.4
<b>Total sources of funds</b>	\$ <b>54.5</b>	<b>54.1</b>	<b>60.1</b>	<b>63.0</b>	<b>60.0</b>	<b>74.9</b>	<b>91.1</b>	<b>105.1</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Management fee expense	3.1	3.3	3.4	3.6	3.8	5.1	6.6	8.4
Professional services	12.2	11.5	12.3	12.8	14.1	15.7	17.7	19.8
General and administrative	1.8	1.9	1.9	2.0	2.0	2.2	2.5	2.8
Other operating expenses	5.6	5.7	5.9	6.0	6.1	6.8	7.6	8.5
<b>Total uses of funds</b>	\$ <b>22.7</b>	<b>22.4</b>	<b>23.5</b>	<b>24.4</b>	<b>26.1</b>	<b>29.9</b>	<b>34.5</b>	<b>39.5</b>
<b>Net cash provided by operations</b>	\$ <b>31.8</b>	<b>31.7</b>	<b>36.6</b>	<b>38.6</b>	<b>33.9</b>	<b>45.0</b>	<b>56.6</b>	<b>65.5</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(13.5)	(44.4)	(72.9)	(100.6)	(102.3)	(0.6)	(84.8)	(0.6)
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	0.0	0.0	0.0
<b>Net cash used by capital and related financing activities</b>	\$ <b>(24.3)</b>	<b>(55.2)</b>	<b>(83.7)</b>	<b>(111.4)</b>	<b>(113.1)</b>	<b>(0.6)</b>	<b>(84.8)</b>	<b>(0.6)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	1.1	0.8	0.9	1.0	0.9	1.3	1.3	1.6
Interest from capital replacement fund	6.5	5.1	5.7	4.1	2.0	3.2	4.8	13.3
<b>Net cash provided by investing activities</b>	\$ <b>7.6</b>	<b>6.0</b>	<b>6.7</b>	<b>5.1</b>	<b>2.9</b>	<b>4.5</b>	<b>6.2</b>	<b>14.8</b>
<b>Net increase/decrease in cash</b>	\$ <b>15.1</b>	<b>(17.5)</b>	<b>(40.4)</b>	<b>(67.7)</b>	<b>(76.3)</b>	<b>48.9</b>	<b>(22.0)</b>	<b>79.8</b>
<b>Available cash</b>	\$ <b>248.6</b>	<b>131.1</b>	<b>190.7</b>	<b>123.0</b>	<b>46.7</b>	<b>149.7</b>	<b>169.4</b>	<b>508.5</b>



## Cash Flow Statement - SAFE

(millions)	2022-23	2023-24	2024-25	2025-26	2026-27	2031-32	2036-37	2041-42
<b>Beginning balance</b>	\$ 4.5	2.0	2.2	2.3	2.5	2.8	3.2	3.6
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
Freeway Service Patrol	6.8	10.4	11.0	12.4	11.6	13.6	15.8	18.4
Callbox	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
<b>Total sources of funds</b>	\$ <b>9.7</b>	<b>13.4</b>	<b>13.9</b>	<b>15.3</b>	<b>14.5</b>	<b>16.5</b>	<b>18.8</b>	<b>21.3</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Management fee expense	1.1	1.1	1.2	1.2	1.3	1.8	2.3	2.9
Professional services	11.2	12.1	12.7	13.7	13.3	14.9	16.7	18.6
General and administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other operating expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total uses of funds</b>	\$ <b>12.3</b>	<b>13.3</b>	<b>13.9</b>	<b>14.9</b>	<b>14.6</b>	<b>16.7</b>	<b>18.9</b>	<b>21.5</b>
<b>Net cash provided by operations</b>	\$ <b>(2.6)</b>	<b>0.1</b>	<b>(0.0)</b>	<b>0.4</b>	<b>(0.2)</b>	<b>(0.2)</b>	<b>(0.2)</b>	<b>(0.2)</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.1)	(0.1)	(0.1)	(0.4)	(0.1)	(0.1)	(0.1)	(0.1)
<b>Net cash used by capital and related financing activities</b>	\$ <b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.4)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<b>Net cash provided by investing activities</b>	\$ <b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>Net increase/decrease in cash</b>	\$ <b>(2.5)</b>	<b>0.2</b>	<b>0.1</b>	<b>0.2</b>	<b>(0.0)</b>	<b>(0.1)</b>	<b>(0.1)</b>	<b>(0.1)</b>
<b>Available cash</b>	\$ <b>2.0</b>	<b>2.2</b>	<b>2.3</b>	<b>2.5</b>	<b>2.4</b>	<b>2.8</b>	<b>3.1</b>	<b>3.5</b>

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