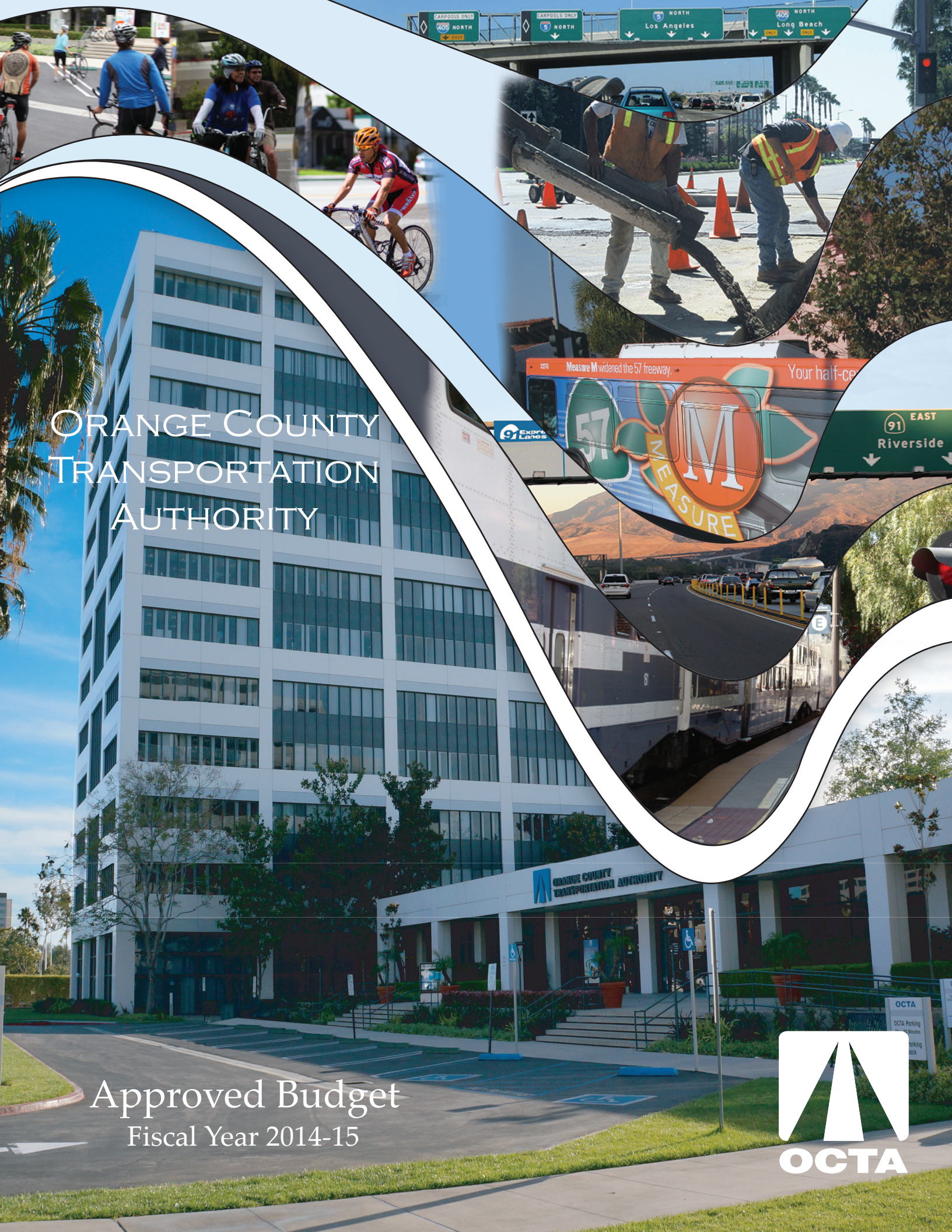
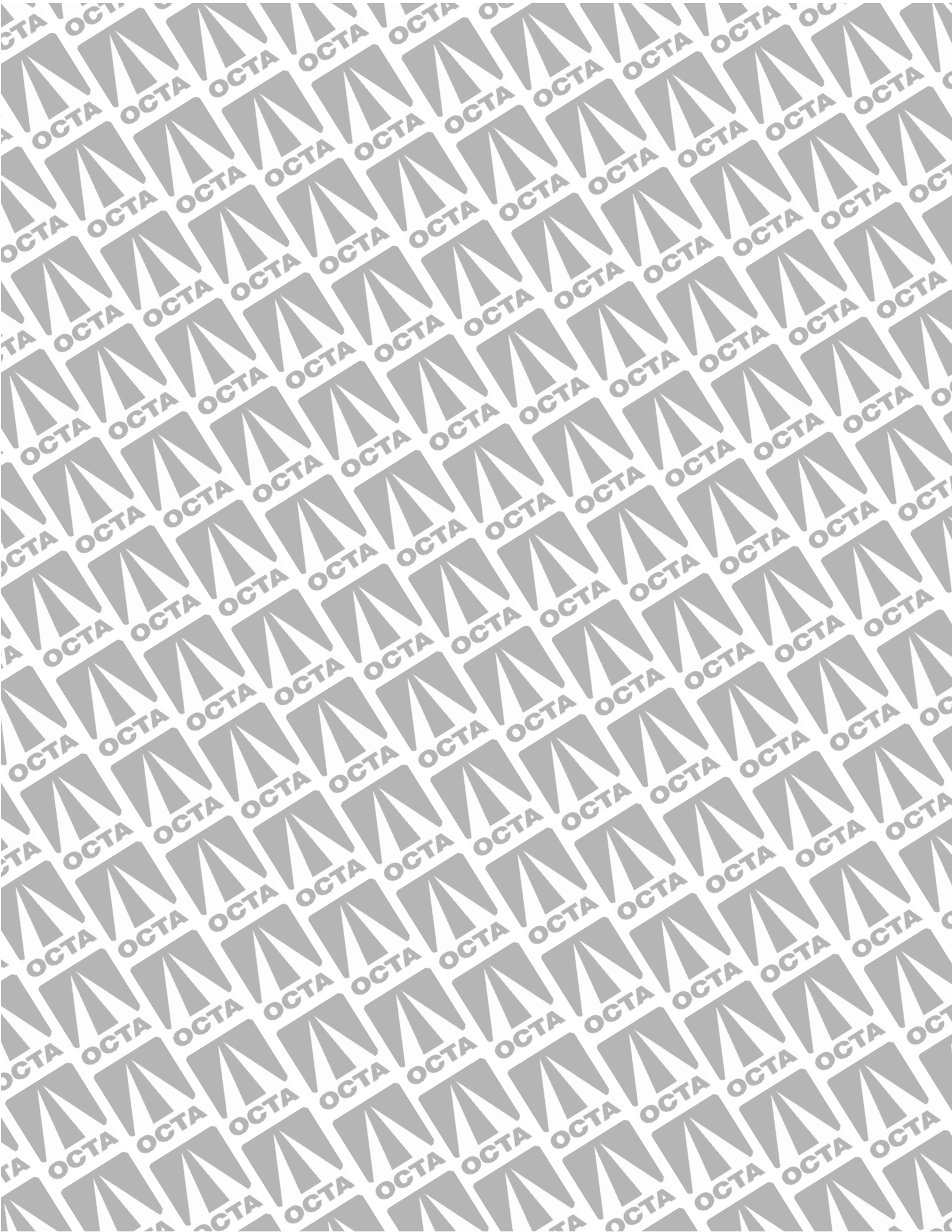


ORANGE COUNTY TRANSPORTATION AUTHORITY

Approved Budget
Fiscal Year 2014-15





June 9, 2014

Chairman Shawn Nelson and Members of the OCTA Board of Directors:

Under your policy direction, I present to you the fiscal year (FY) 2014-15 proposed budget for the Orange County Transportation Authority (OCTA). This \$1.12 billion proposed budget has been developed in accordance with the goals of the Board of Directors and the Chief Executive Officer. This balanced budget is a result of OCTA's ongoing effort to deliver long-term sustainable transportation solutions for the residents of Orange County.

OCTA will continue to honor the commitment made to the residents of Orange County when they passed Measure M. Approximately \$533 million in combined Measure M1 and Measure M2 funds are budgeted to improve transportation within Orange County. These funds will provide improvements to freeways and streets and roads throughout Orange County, as well as fund rail and bus transit programs. These funds include \$157 million to make improvements primarily along Interstate 5, Interstate 405, State Route 91, State Route 55, and State Route 57. Approximately \$246 million is budgeted to improve streets and roads, including \$111 million to continue the OC Bridges project. An additional \$57 million is included to fund rail and bus transit programs. The budget includes the balance of funds programmed for the Anaheim Regional Transportation Intermodal Center, as well as funding for grade separation projects and expanding mobility choices for seniors and person with disabilities.

The proposed budget sustains existing fixed-route service levels with approximately 1.6 million service hours for bus operations. The proposed budget also includes continuing to convert a portion of directly-operated fixed-route service to a contracted service provider commensurate with coach operator attrition. It is anticipated that approximately 90,000 revenue hours will be converted during the fiscal year, which would result in approximately 34 percent of fixed-route service being operated by the contracted service provider by the end of FY 2014-15. Approximately \$133 million is included for major capital expenditures necessary to support bus operations. These funds will be used primarily to procure new buses as well as provide ongoing maintenance for buses requiring mid-life engine replacements.

The FY 2014-15 budget demonstrates OCTA's continued commitment to developing and delivering transportation solutions to enhance the quality of life and keep Orange County moving, while remaining a responsible steward of taxpayer dollars.

Sincerely,



Darrell Johnson
Chief Executive Officer

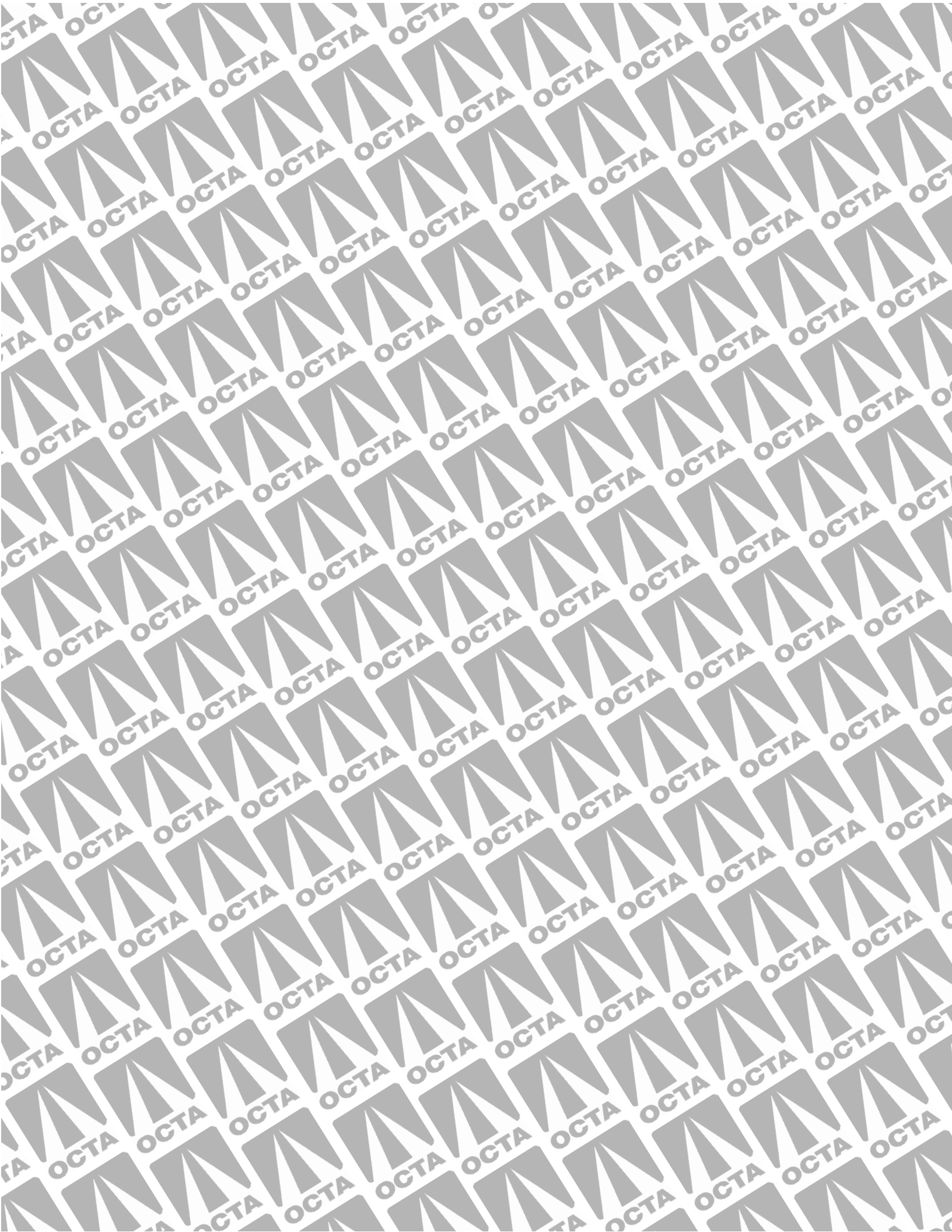


Table of Contents

I. Executive Summary

OCTA Board of Directors..... 1
 Organization Chart..... 3
 OCTA Profile..... 5
 Strategic Plan Framework..... 6
 FY 2014-15 Budget Sources and Uses 8
 Regional and Economic Factors..... 10
 OCTA Programs..... 11
Provides descriptions, accomplishments and goals for Measure M1, Measure M2, Freeways, Streets and Roads, Rail, 91 Express Lanes, Motorist Services, Transit Bus Program
 Staffing Plan..... 21

II. Financial Reports

Overview 26
 External Sources and Uses 26
 External Revenues and Use of Designations 27
 External Expenses and Designations 29

III. Fund Budgets

External Fund Level Summary - Sources 32
 External Fund Level Summary - Uses..... 33
 External Revenues and Use of Designations by Fund 34
 External Expenses and Designations by Fund 35

IV. Administrative Fund Group

ARBA Trust Fund 38
 General Fund..... 40
 Internal Service Fund - PL and PD 44
 Internal Service Fund - Workers Compensation 46
 Scholarship Fund 48

V. Transit Fund Group

Gas Tax Fund..... 52
 Local Transportation Fund 53
 Orange County Transit District Fund 56
 State Transit Assistance Fund..... 59

VI. Measure M Fund Group

Local Transportation Authority Measure M1 Fund 62
 Local Transportation Authority Measure M2 Fund 64
 Measure M2 Bond Debt Service Fund..... 66

VII. Rail Fund Group

Commuter and Urban Rail Endowment Fund 70

VIII. 91 Express Lanes Fund Group

State Route 91 Toll Road Fund..... 74

IX. Motorist and Taxi Services Fund Group

Orange County Taxicab and Administrative Program Fund 78
 Service Authority for Abandoned Vehicles Fund..... 80
 Service Authority for Freeway Emergencies Fund..... 82

X. Capital Project Fund Group

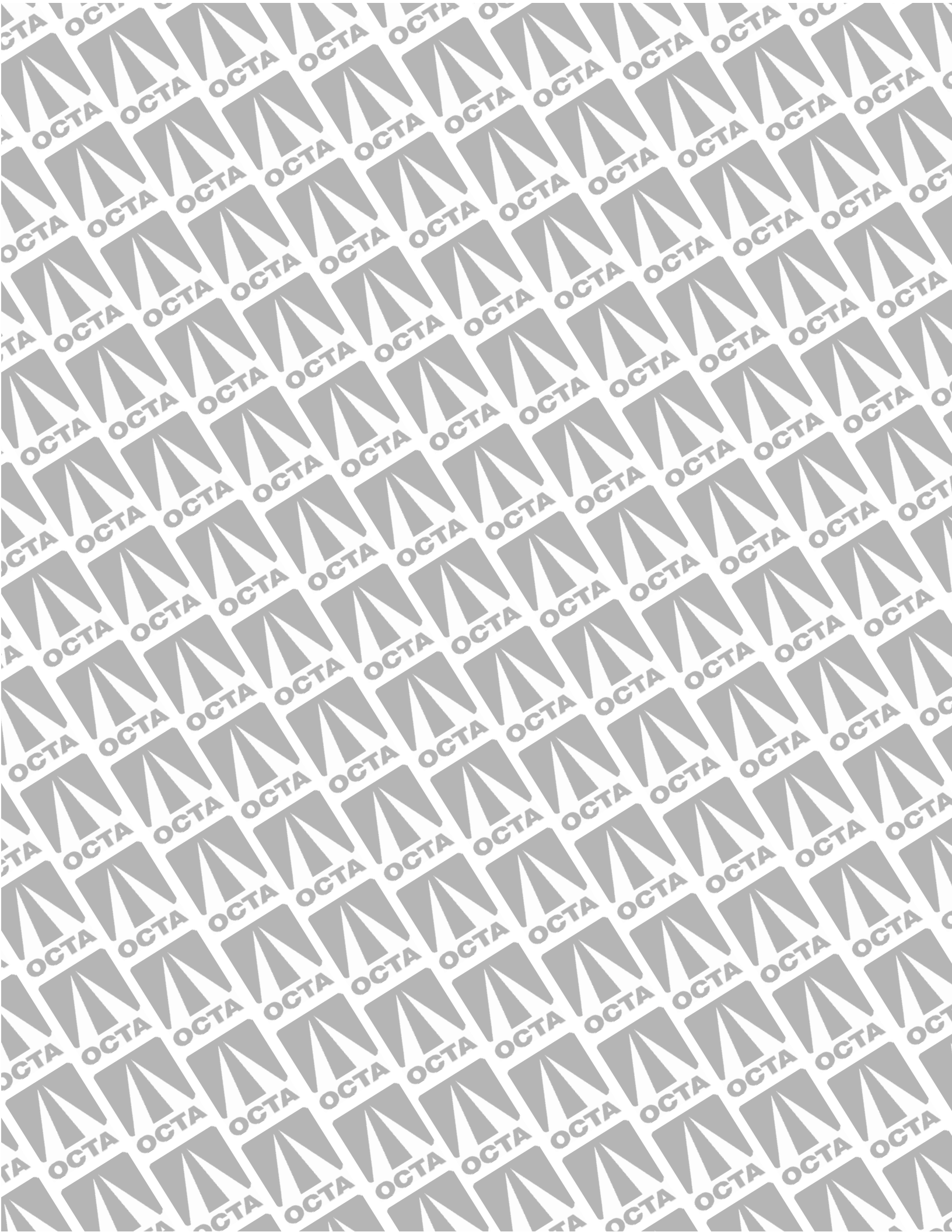
Orange County Unified Transportation Trust Fund..... 86
 Transit Development Capital Projects..... 88

XI. Division Budgets

Executive Office..... 90
 Finance and Administration..... 100
 Human Resources and Organizational Development..... 116
 Government Relations 130
 Planning..... 138
 Capital Programs..... 150
 External Affairs 158
 Transit 174

XII. Appendix

Fund Descriptions 192
 Glossary..... 194
 GANN Appropriations 196
 Board Budget Resolution..... 199
 Map of Orange County 200
 Budget Calendar & Controls..... 201
 Debt Policy..... 202
 CSMFO Award..... 204



OCTA Board of Directors

OCTA is governed by an 18-member Board of Directors consisting of five members of the Orange County Board of Supervisors, ten city council members selected by the cities in the supervisory district in which they represent, two public members selected by the other 15 board members, and serving

in a non-voting capacity is a representative appointed by the Governor of California. OCTA is managed by a Chief Executive Officer, who acts in accordance with the direction, goals, and policies articulated by the Board of Directors.

Shawn Nelson
Chairman
Supervisor, District 4
County of Orange



Jeffrey Lalloway
Vice Chairman
Councilmember
City of Irvine



Patricia Bates
Director
Supervisor, District 5
County of Orange



Lori Donchak
Director
Councilmember
City of San Clemente



Matthew Harper
Director
Mayor
City of Huntington
Beach



Michael Hennessey
Director
Public Member



Steve Jones
Director
Councilmember
City of Garden Grove



Gary A. Miller
Director
Mayor
City of Seal Beach



John Moorlach
Director
Supervisor, District 2
County of Orange



Al Murray
Director
Mayor
City of Tustin



Janet Nguyen
Director
Supervisor, District 1
County of Orange



Miguel Pulido
Director
Mayor
City of Santa Ana



Tim Shaw
Director
Councilmember
City of La Habra



Todd Spitzer
Director
Supervisor, District 3
County of Orange



Tom Tait
Director
Mayor
City of Anaheim



Frank Ury
Director
Councilmember
City of Mission Viejo

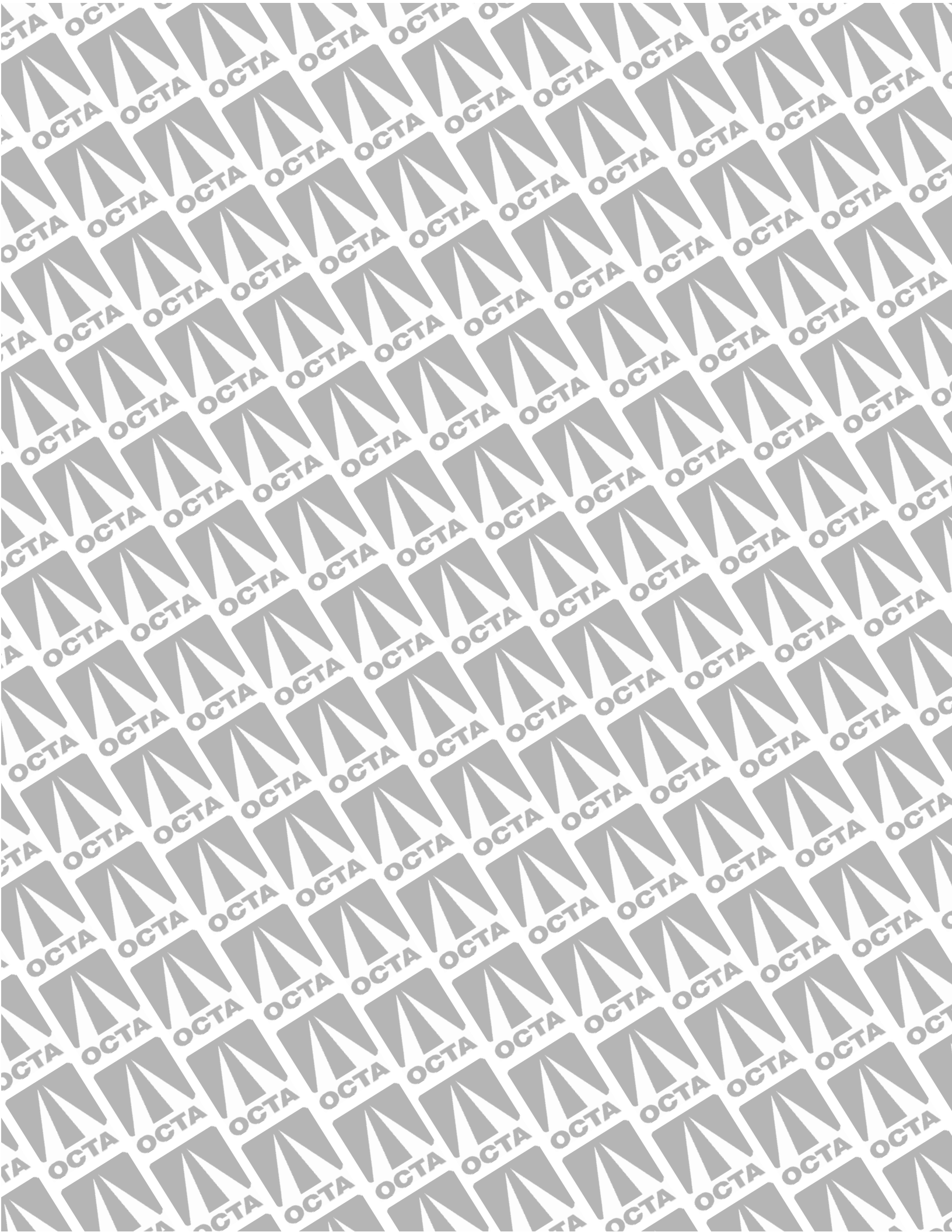


Gregory T. Winterbottom
Director
Public Member

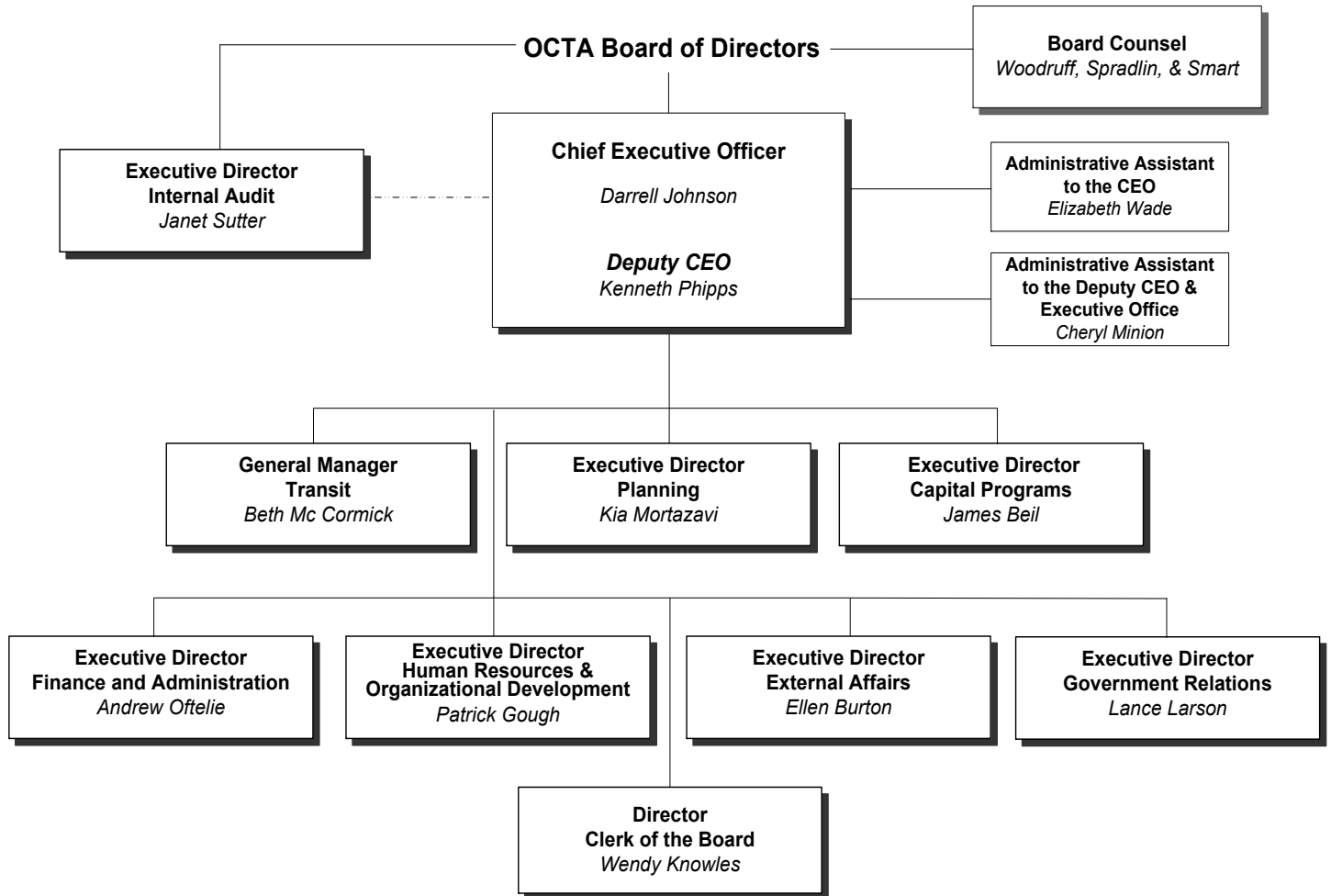


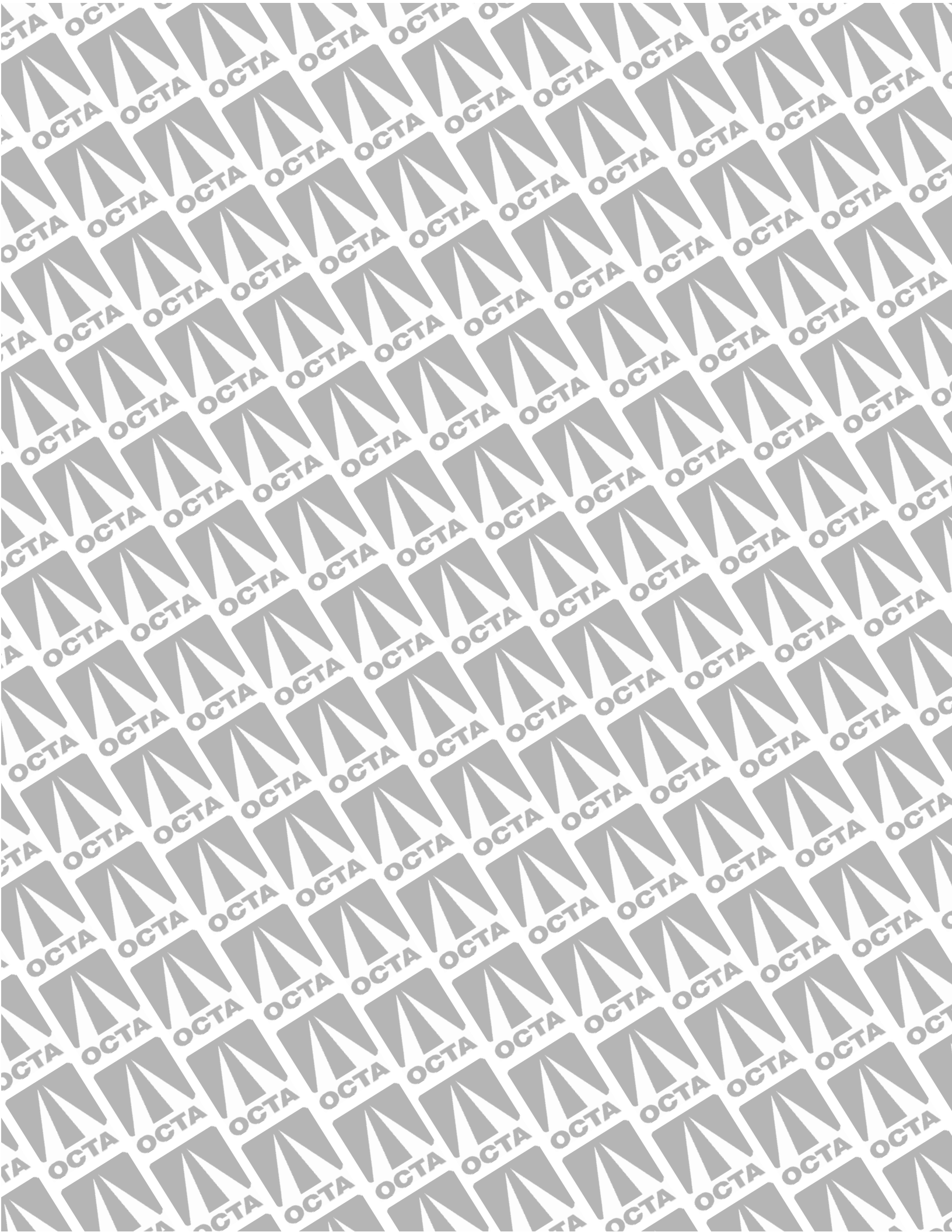
Ryan Chamberlain
Governor's Ex-officio
Member
District Director
Caltrans District 12





Orange County Transportation Authority



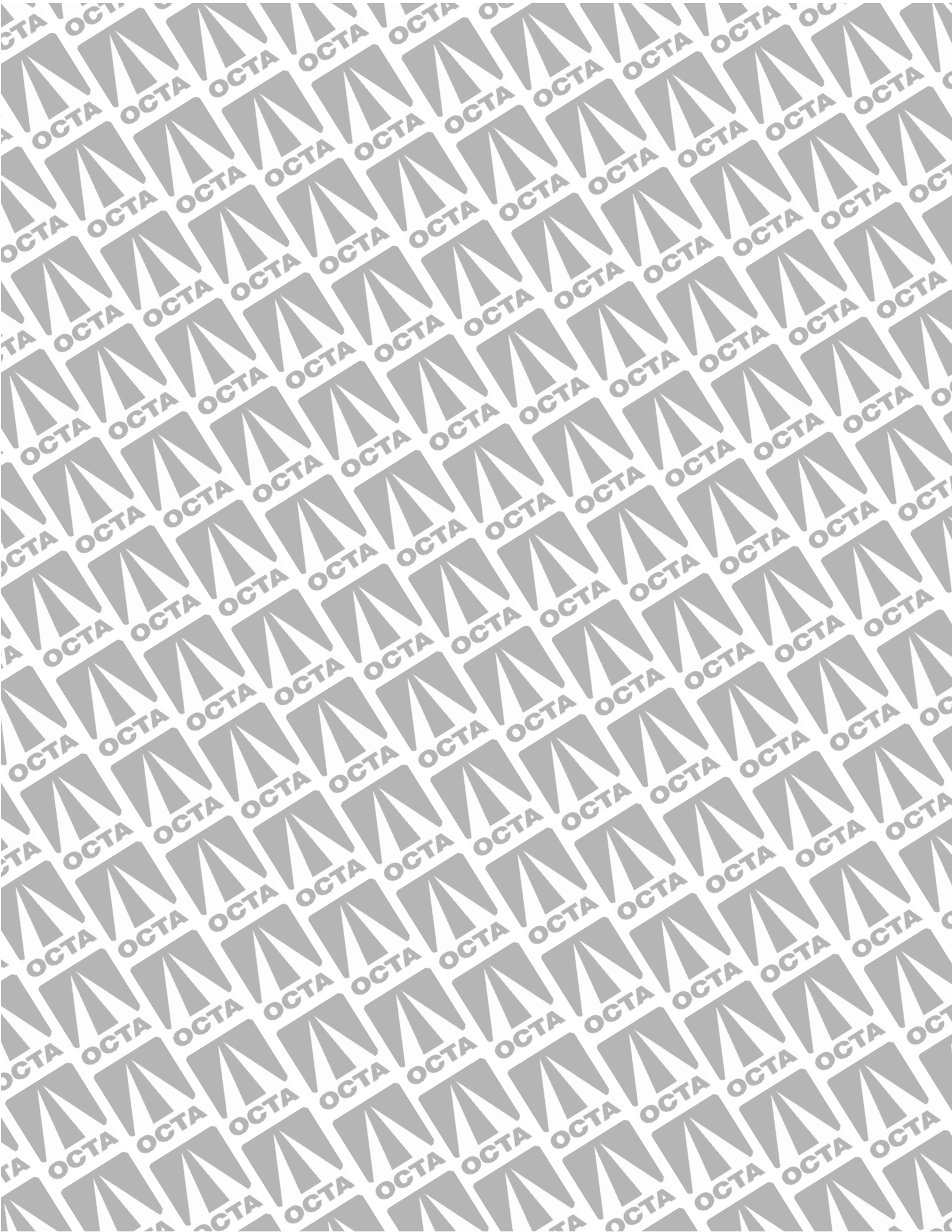


A close-up, low-angle shot of a blue and white bus. The bus is the central focus, with its white upper section and blue lower section. The word "AVO!" is written in large, blue, stylized letters on the white part. Below it, on the blue part, the slogan "Less stop. More go." is written in white, italicized font. A small orange light is visible on the blue section. The background features a large palm tree against a bright sky.

AVO!

Less stop. More go.

Executive Summary



Orange County Transportation Authority

The Orange County Transportation Authority (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.

- The former agencies and funds consolidated to form OCTA include:
- Orange County Transportation Commission
- Orange County Transit District
- Orange County Consolidated Transportation Services Agency
- Orange County Local Transportation Authority
- Service Authority for Freeway Emergencies
- Orange County Congestion Management Agency
- Service Authority for Abandoned Vehicles
- State Transit Assistance Fund
- Orange County Local Transportation Fund
- Orange County Unified Transportation Trust
- Transportation Development Reserve

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 on-going 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 commuter rail service, all of which expand the variety of transportation choices in Orange County.

OCTA's Values

INTEGRITY

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

CUSTOMER FOCUS

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

CAN-DO SPIRIT

We tackle challenges with innovation, vision and strategic thinking.

COMMUNICATION

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

TEAMWORK

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



OCTA's Strategic Plan Framework

OCTA's Strategic Plan (Version 2.0), adopted by the Board of Directors in April 2014, provides the framework of goals and values used by all the other plans, including the annual budget. OCTA's core values (inset on page 5) describe the basic behaviors, attributes, principles and beliefs that guide all OCTA staff. The Strategic Plan goals shown below, are reflected in all of OCTA's planning. The goals are reflected in the Strategic Initiatives shown at right.

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.



2014

OCTA BOARD STRATEGIC INITIATIVES

Deliver freeway improvements		<ul style="list-style-type: none"> ■ Open new lanes on three SR-57 segments ■ Break ground on three I-5 projects ■ Open the West County Connectors ■ Meet I-405 project milestones
Provide efficient, customer-friendly bus service		<ul style="list-style-type: none"> ■ Improve bus scheduling to maximize transit resources ■ Implement Intelligent Management Transportation System ■ Develop programs to enhance rider experiences
Optimize the street system		<ul style="list-style-type: none"> ■ Open Kraemer, Placentia, Sand Canyon grade separations ■ Fund arterial system improvements ■ Synchronize 150 traffic signals along five corridors
Enhance rail transportation		<ul style="list-style-type: none"> ■ Broaden Metrolink use with special event trains ■ Support development of delivery policies for fixed guide ways ■ Initiate a Harbor Boulevard Transit Corridor Study ■ Serve as managing agency for LOSSAN joint powers authority
Advance active transportation programs		<ul style="list-style-type: none"> ■ Fund regional bike projects ■ Continue regional bikeways planning ■ Raise awareness of the Orange County bike loop ■ Promote the bike-share program
Maximize funding and regional opportunities		<ul style="list-style-type: none"> ■ Support building stable, long-term funding with reauthorization ■ Maximize use of cap and trade ■ Collaborate with regional partners on transportation initiatives
Develop sustainable transportation plans		<ul style="list-style-type: none"> ■ Complete the Long-Range Transportation Plan project list ■ Develop a balanced Comprehensive Business Plan ■ Adopt a funding strategy for M2 environmental mitigation program
Cultivate organizational excellence		<ul style="list-style-type: none"> ■ Adopt a five-year Strategic Plan ■ Enhance workforce development ■ Complete negotiations with collective bargaining units ■ Update the OCTA headquarters

OCTA's Strategic Plan Framework (continued)

Long-Range Transportation Plan

Guided by the values, vision, and mission defined by the Strategic Plan, OCTA maintains a Long-Range Transportation Plan (LRTP) updated every four years to account for new planning efforts, as well as changes in demographics, economic conditions, and available sources of transportation funding.

Outlook 2035 outlines a vision of multi-modal transportation improvements throughout Orange County. This blueprint of transportation projects and programs is the basis of OCTA's input for the Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments. One purpose of the LRTP is to develop a strategy to address the future needs of the transportation system, based on a long term forecast of available revenues and growth in population, employment, and housing. The LRTP reflects OCTA's current policies and commitments and incorporates input from local jurisdictions, business and community leaders, county residents, transportation planning professionals and other stakeholders.



Comprehensive Business Plan

The Comprehensive Business Plan (CBP) is a business-planning tool designed to assist the OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA's programs and outlines goals and objectives over the next 20 years, as articulated by the Board of Directors. This is accomplished within the framework of sound business practices to provide an effective and efficient multi-modal 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 updated annually in response to the ever-changing social, political, and economic environment. The CBP lays the foundation for the annual budget process.

M2020 Plan

In August 2007, the OCTA Board of Directors approved and released an M2 Early Action Plan (EAP) covering fiscal year 2006-07 through fiscal year 2011-12. A financial plan to provide funding for these projects was adopted by the OCTA Board of Directors on November 9, 2007. During the development of the EAP, guiding principles were established that set the direction for staff on establishing

priorities for project acceleration. These guiding principles are the basis for the M2020 Plan and represent a blueprint for continued advancement of M2 for the period from 2013 through 2020. The M2020 Plan presents strategies to accelerate M2 improvements by delivering early on promises made to the voters. Accelerating projects offers advantages including leveraging today's favorable bidding environment and low debt costs, minimizing the risk

of future inflation, and bringing mobility improvements sooner. This plan also sets OCTA on a course to go beyond the early implementation projects if additional external funds can be secured.

Plan of Finance

In November 2010, the Board of Directors approved the issuance and sale of M2 sales tax revenue bonds to fund various program expenditures over the next three years. The bond proceeds were used to repay \$75 million of the outstanding tax-exempt commercial paper program and funded approximately \$268 million in project expenditures.

The Freeway Program received \$53 million in bond proceeds for freeway environmental mitigation expenditures. Another \$95 million was allocated for grade separation expenditures within the Streets and Roads Program. The Transit Program received \$120 million to fund expenditures related to the High Frequency Metrolink Service, Metrolink Gateways, and Transit Extensions to Metrolink projects.

Bus Capital Plan

In 2012, OCTA prepared a bus capital plan to help prioritize future capital investments related to the bus program. An update to the Capital Plan is anticipated in FY 2014-15.

FY 2014-15 Budget - Sources and Uses

Sources of Funds

Total sources of funds are a combination of \$990.4 million in revenue and the use of prior year designations of \$134 million for a total of \$1,124.4 million. The following highlights each funding source within these categories.

Farebox Revenues

These revenues are derived from passenger fares generated from fixed-route bus service and paratransit service, including senior and disabled fare subsidies. The farebox revenues represent one of the primary sources used by OCTA to offset the costs of bus service. Farebox revenues are projected at \$58.6 million in FY 2014-15.

Local Sources

It is anticipated that OCTA will receive \$332.8 million from local sources in FY 2014-15. The majority of the local sources come from the 1/2 cent sales tax receipts collected by the M2 ordinance (\$301.8 million). Additional local sources include property tax, advertising revenue, and contributions for projects from local jurisdictions.

Interest Income

It is projected that OCTA will earn \$17.7 million in interest income on its investment portfolio in FY 2014-15. The majority of funds available for investment are earmarked for Measure M1 (M1) projects, Measure M2 (M2) projects, and Measure M2 Bond Debt Service which is the interest earnings associated with Build America Bonds. Interest earnings are projected at a conservative rate of one percent.

State Sources

It is expected that \$235.5 million will be received from state sources in FY 2014-15. The 1/4 cent Transportation Development Act (TDA) sales tax (\$159.8 million) and the State Transit Assistance Fund (STAF) (\$19.8 million), represent the two main revenue sources that help to finance the operations and administration of the bus program.

State sources also include \$880 thousand in Proposition 116 funds and \$32 million in Proposition 1B funds. The Proposition 1B funds will be used primarily for the construction of seven railroad grade separations as part of the OC Bridges Program, and for the improvements to the Santa Ana/San Diego (I-5) Freeway.

Federal Sources

Federal grant funds are allocated on a formula and competitive basis for capital projects. OCTA anticipates receiving \$309.6 million from federal sources in FY 2014-15. Of this, \$97.9 million is comprised of federal operating assistance grants associated with bus operations, capital cost of contracting and other transit program initiatives. Also included in the budget is \$96.7 million of federal grants for bus procurements, and \$29.3 million of federal grants to fund grade separation projects. The balance of federal grants will fund projects such as the Placentia Metrolink Station, and I-5 related freeway projects.

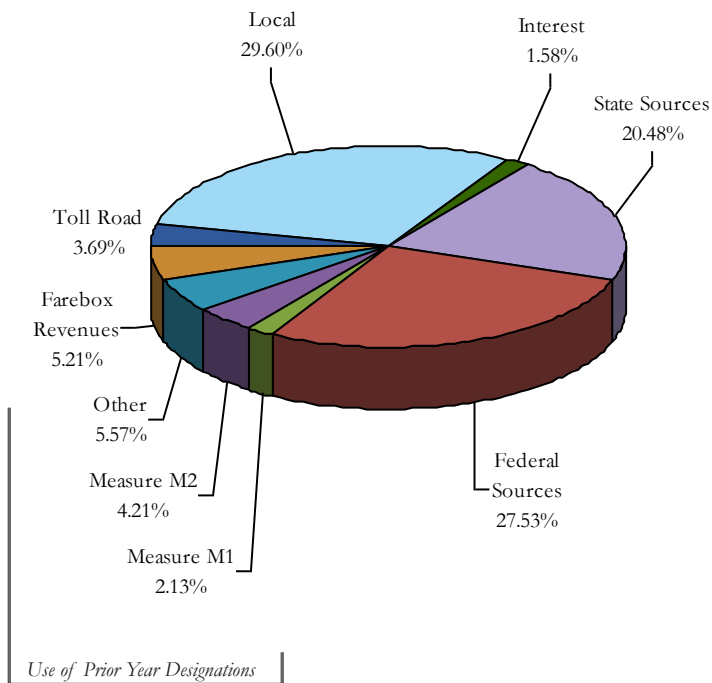
Toll Revenues

As owner of the 91 Express Lanes, OCTA collects toll revenue and transponder fees. Toll revenues are estimated at \$41.5 million for FY 2014-15.

Use of Prior Year Designations

In prior years, OCTA has set aside revenue, known as designations at the time, for future capital and service requirements.

OCTA will utilize \$134 million of prior year designations in FY 2014-15. A draw on M1 prior year designations \$23.9 million is planned to fund grant payments to local jurisdictions for projects awarded competitively, the West County Connectors (WCC) project and station improvements. Prior year designations of \$47.3 million will be drawn to advance M2020 Plan projects. In addition, \$37.9 million of prior year designations will be utilized from the Commuter and Urban Endowment (CURE) to support Metrolink operations and capital improvements.



FY 2014-15 Budget - Sources and Uses (Continued)

Uses of Funds

The expenditures projected for FY 2014-15 are expected to reach \$1,124.4 million, with \$45 million designated for future use. Appropriations are allocated in five categories and summarized below.

Salaries and Benefits

This category includes the cost for salaries and employee benefits budgeted at \$155.7 million. This represents less than 1 percent (or \$0.6 million) increase over the FY 2013-14 budget.

Services and Supplies

These items include appropriations for the purchase of services (e.g., engineering, design, legal, and audit services) and supplies (e.g., fuel, maintenance parts, office supplies, and software). Total budgeted services and supplies for FY 2014-15 is \$587.6 million with \$243.5 million related to contributions to other agencies for the M2 Local Fair Share, Anaheim Regional Transportation Intermodal Center (ARTIC), M2 Regional Capacity Program grant payments, Environmental Mitigation Program, Grade Separations, Bristol Street Widening and the Regional Traffic Signal Synchronization program.

Debt Service

Debt service requirements for FY 2014-15 will be \$34.8 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, interest, and related costs.

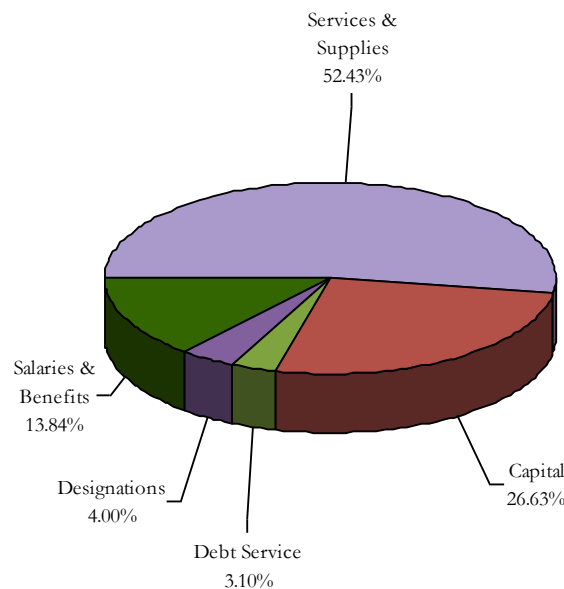
Capital and Fixed Assets

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), vehicle procurements, freeway and capital construction projects, and right-of-way acquisitions totaling \$301.4 million. The majority of the capital investments will be made in the following projects: grade separation projects, bus procurements, environmental mitigation, I-5 San Diego

Freeway (Project C) project, SR-57 Northbound Freeway (Project G) project, and construction of City of Placentia Metrolink station.

Designation of Funds

Funds in this category are set-aside for future use. The FY 2014-15 has \$45 million in designations, of which \$28 million will be designated for future bus purchases. \$15.7 million in toll revenue will be set aside for the future improvements along the 91 corridor. A breakdown of the sources and uses of funds is provided in the Financial Reports section.



OCTA Negotiates Money-Saving Lease on Current Headquarters
 On Monday, January 13, 2014, the OCTA Board of Directors voted to renew the lease on OCTA's current headquarters after exploring options to move to a new location. The new 15-year lease is expected to save OCTA \$39.4 million over the next 30 years.

Regional and Economic Factors

Orange County Profile

Orange County occupies 798 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.

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3.1 million. California State University at Fullerton's Center for Demographic Research projects that by 2035, the population in Orange County will increase by 11 percent to over 3.4 million.

Orange County's economic success is partially attributed to the amenities provided to its residents such as prestigious financial centers, numerous shopping and entertainment centers, community colleges, a California State University campus, and a University of California campus. Also, Orange County offers many 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. Beginning with nine leased vehicles, Orange County's public bus service grew steadily through the 1970's and 1980's. In 1990, Orange County voters passed Measure M, which provided additional sales tax revenues for freeways, regional and local street and road projects, and public transit projects.

In 2006, OCTA requested and received voter approval for a 30-year extension of the existing Measure M sales tax. This Measure M renewal will allow OCTA to continue making transportation improvements that benefit the local economy.

Economic & Financial Condition

The State of California continues to see high rates of unemployment, however, Orange County is continuing to see levels come down. Orange County's unemployment rate of 5.8 percent in March 2014 is an improvement over the 6.4 percent unemployment rate in March 2013. Orange County is still faring better than the State of California, which stands at 8.5 percent in March 2014.

The Orange County real estate sector continues to improve. Low interest rates and lower home prices continue to have a positive effect on the market. According to Chapman

University, building permits are forecasted to have double-digit increases of 18.8 percent in 2014 and 14.9 percent in 2015.

The estimated taxable sales growth rate for FY 2014-15 is 6.70 percent. This blended rate is based on forecasts from Chapman University, California State University, Fullerton, and University of California, Los Angeles.

OCTA Board Approves New Contracts with Coach Operators, Maintenance Employees 4/28/2014

ORANGE - The Orange County Transportation Authority Board of Directors today approved three-year collective bargaining agreements with its coach operators and maintenance employees.

Both of the contracts with Teamsters Local 952 run through 2016 and call for no change in wages for the first year and a 4.5 percent increase in the second and third years, respectively.



OCTA's Programs

In 2005 when M2 was being developed, the revenue forecast at that time assumed M2 would generate \$24.3 billion during the 30 year program. With the economic downturn at the lowest point the forecast had dropped to \$13.7 billion. This represents a 44 percent drop in anticipated revenue.

Over the last 4 years, sales tax receipts have improved significantly, and the current forecast as of March 2014 is showing revenue at \$15.5 billion over the life of the program. The impact of the overall reduction in funds for Measure M2 has also been aided by a favorable bidding environment with bids coming in below engineer's estimates. Additionally, the current cost of incurring debt is the lowest since 1996.

Measure M1 (M1)

The original M1 ordinance was passed by the voters of Orange County back in 1990. This ordinance was a 20 year program for local transportation improvements funded by a half cent sales tax ending in March 2011. The sales tax was allocated with 43 percent dedicated to improve freeways, 32 percent to local streets and roads, and 25 percent for transit projects. M1 kept its promise to the voters expending over \$4 billion. The freeway improvements have been the cornerstone of the M1 program and include the reconfiguration of the El Toro Y where the Santa Ana Freeway (I-5) and the San Diego Freeway (I-405) meet. In addition, M1 provided much needed improvements on the Riverside (SR-91), Orange (SR-57), Costa Mesa (SR-55) and the I-5 freeways. In 2007, the Garden Grove Freeway (SR-22) Improvement Project reached a milestone with the opening of new lanes, including the county's first continuous access high occupancy vehicle lanes, from the SR-55 to Valley View Street. A design-build project located in the heart of Orange County, the SR-22 project modernized and increased capacity on the county's key east-west corridor.

Orange County cities have benefited from receiving 21 percent of M1 funds for local streets and roads. These funds represent approximately 50 percent of the money used by the cities to fix potholes, coordinate traffic signals, and repair and maintain streets through a competitive process. At the conclusion of the ordinance, more than \$1 billion in local street improvements will have been delivered. M1 also devoted 11 percent of funds to making major arterials streets such as Beach Boulevard, Katella Avenue and Imperial Highway, work more efficiently as "Smart Streets" with more lanes, dedicated turn lanes, coordinated signals and better functioning intersections.

In addition, M1 contributed funds to pay for the Metrolink commuter rail services, and the OCTA Board of Directors-approved expansion plan for Metrolink service. The transit

component of M1 also provided bus fare discounts for seniors and persons with disabilities.

Although M1 sales tax is no longer being collected, a handful of projects that were started towards the end of M1 are still a work in progress. The West County Connectors project, is a joint partnership between OCTA and Caltrans linking high occupancy vehicle (HOV) lanes/carpool lanes on the San Diego Freeway (I-405) with those on the Garden Grove Freeway (SR-22) and San Gabriel River Freeway (I-605) to create a seamless carpool connection amongst the three freeways. Construction on the two segments is anticipated to be complete in December 2014

The FY 2014-15 budget of \$31.6 million includes funding for Measure M1 Competitive Grants (\$20 million), completion of the West County Connectors (\$6 million), and design of the Orange Metrolink parking structure (\$1.5 million).

As M1 comes to a successful conclusion, OCTA will continue delivering transportation improvements to Orange County with Measure M2.

Measure M2 (M2)

On November 7, 2006, the voters of Orange County chose to continue the M1 half cent sales tax for another 30 years from 2011 through 2041. The M2 Transportation Investment Plan will generate billions of dollars to address current and future

**Measure M On Track, Independent Review Finds
2/13/2014**

ORANGE - The Measure M Taxpayers Oversight Committee has determined that Measure M is being delivered as promised to Orange County voters for the 23rd consecutive year.

"I'm pleased to see an independent committee examine and verify that OCTA has stayed on track in our efforts to use Measure M dollars most effectively," said OCTA Chairman Shawn Nelson, also the county's Fourth District Supervisor. "OCTA has a strong record of delivering on the promises of Measure M to the residents of Orange County and we plan to continue that course."

Executive Summary

Measure M2 Freeways

transportation needs in Orange County. The M2 Investment Plan will allocate 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects.

Freeways

Approximately 41 percent of M2 revenue will be invested in new freeway construction, which represents the greatest investment in the M2 Program at approximately \$6.3 billion dollars. Relieving congestion on the Riverside/Artesia Freeway (SR-91) is a key element of the freeway program and will include new lanes, new interchanges, and new bridges.

Other major projects will make substantial improvements on Interstate 5 (I-5) in southern Orange County and the San Diego Freeway (I-405) in western Orange County. Additional improvements under the plan include the intersection of the I-5, Garden Grove Freeway (SR-22), Costa Mesa Freeway (SR-55), and the Orange Freeway (SR-57), known as the Orange Crush, which will be improved and upgraded. In addition, major traffic chokepoints on almost every Orange County freeway will be remedied.

Accomplishments in the Freeway Program in FY 2013-14 include:

- Completed construction of the two projects to widen northbound SR-57 between Orangethorpe Avenue and Lambert Road.
- Began construction on two freeway projects to extend

the carpool lane on I-5 from San Juan Creek Road to Avenida Vista Hermosa.

- Completed design and right-of-way certification on the carpool lane extension project on I-5 from Avenida Vista Hermosa to Avenida Pico.
- Began construction on the westbound SR-91 widening from SR-55 to Tustin Avenue.
- Began preliminary design for the Interstate 405 (I-405) Improvement Project.
- Began the environmental approval process for the widening of I-5 from I-405 to SR-55.
- Began the environmental approval process for the widening of SR-91 from SR-57 to SR-55.
- Completed the environmental approval process for the widening of I-5 from State Route 73(SR-73) to El Toro Road.
- OCTA was recognized with an award by the Orange County Business Council, for the Measure M Freeway Environmental Mitigation Program that preserves Orange County's natural resources and open space while helping advance 13 freeway improvement projects, creating much-needed jobs and building lasting transportation improvements for the county.

The budget for the Freeway Program in FY 2014-15 is shown in the table below.

	FY 2014-15 Adopted
Measure M2 Freeway Program	
San Diego Frwy (I-5) Improvements South of the El Toro "Y" (Project C)	\$ 55,435,000
Costa Mesa Freeway (SR-55) Improvements (Project F)	24,300,000
I-405 Improvements from the I-605 to the SR-55 (Project K)	23,600,000
Orange Freeway (SR-57) Improvements (Project G)	11,047,000
Freeway Environmental Mitigation	8,775,778
SR-91 Improvements from the I-5 to the SR-57 (Project H)	6,900,000
SR-91 Improvements from the SR-57 to the SR-55 Interchange (Project I)	6,750,000
I-405 Improvements from the SR-55 to the I-5 (Project L)	6,600,000
I-5 Santa Ana Freeway Interchange Improvements (Project A)	4,190,000
Santa Ana/San Diego (I-5) Local Interchange Upgrades (Project D)	2,523,000
I-5 Improvements from the SR-55 to El Toro "Y" (Project B)	660,000
SR-91 Improvements from the SR-55 to the Orange/Riverside County Line (Project J)	100,000
I-605 Freeway Access Improvements (Project M)	50,000
Total	\$ 150,930,778

Measure M2 Streets and Roads

Orange County has more than 6,500 lane miles of aging streets and roads, many in need of repair and rehabilitation. M2 will allocate 32 percent of revenues to streets and roads. These funds will help fix potholes, improve intersections, synchronize traffic signals county-wide, and make the existing network of streets and roads safer and more efficient. The Local Fair Share Program will receive 18 percent of net revenues and will assist cities and the County of Orange in keeping up with the rising cost of repairing the aging street system.

Local agencies will also have the opportunity to use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc. Since the program is designed to augment, rather than replace, existing transportation expenditures, cities will be required to meet a set of guidelines on an annual basis to receive the funds. Once a local agency has met the guidelines the funds are distributed on a formula basis that accounts for population, street mileage, and amount of sales tax collected in each jurisdiction. In FY 2014-15, \$51.9 million is budgeted for the Local Fair Share Program.

The Regional Traffic Signal Synchronization Program (RTSSP) targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries. To date, there have been 4 annual calls for projects totalling \$49 million. In FY 2014-15, \$12.5 million is budgeted for the RTSSP.

The Regional Capacity Program (RCP), in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. The program also provides for intersection improvements and other projects to improve street operations and reduce congestion. The program allocates funds through a competitive process and prioritizes projects that best facilitate traffic flow by considering factors such as degree of congestion relief, cost effectiveness and project readiness. To date, there have been four

annual calls for projects totalling \$161 million for RCP projects. In FY 2014-15, \$50.2 million is budgeted for the RCP.

The OC Bridges Program is creating underpasses and overpasses to eliminate railroad crossings where cars are stopped in order for trains to pass in North Orange County along the Orangethorpe corridor in the cities of Anaheim, Fullerton, and Placentia. More than 70 freight trains

travel through this stretch on a daily basis and the number of trains is expected to increase to more than 135 each day by 2030. The seven projects will decrease delays in traffic, improve safety and increase mobility. During FY 2013-14, construction began on the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.

The OC Bridges project has 49 percent of the total \$226.3 million budgeted for streets and roads projects. All seven grade separation projects are scheduled to be in the construction phase during FY 2014-15.

Millions Headed to Streets and Signals Through Measure M 4/22/2014

ORANGE - Cities throughout the county will see an influx of more than \$44 million for street and signal synchronization projects through the Measure M Comprehensive Transportation Funding Program.

Funding was awarded recently to 27 projects that will widen existing streets to alleviate congestion and synchronize traffic signals to ensure drivers hit the most green lights during peak traffic periods.

	FY 2014-15 Adopted
M2 Streets and Roads	
OC Bridges (Project O)	\$ 111,453,000
Local Fair Share (Project Q)	51,942,336
Regional Capacity Program (Project O)	50,450,000
Regional Traffic Signal Synchronization Program (Project P)	12,482,580
Total	\$ 226,327,916

Executive Summary

Rail Program

Rail service for OCTA 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 member agencies representing the counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. OCTA is one of the five member agencies that administers Orange County Metrolink activities. Programs within rail service include the Go Local Program and improvements to rail facilities.

Three weekday Metrolink lines serve Orange County: the Orange County Line provides service from Oceanside to Los Angeles Union Station; the Inland Empire-Orange County (IEOC) Line, with service from San Bernardino and Riverside to Oceanside; and the 91 Line, with service from Riverside to Los Angeles via Fullerton and Buena Park. Weekend service is available on the OC and IEOC lines.

OCTA, Metrolink, and the Anaheim Ducks also offer the Anaheim Ducks Express. The Ducks Express is a round-trip train service to Anaheim offered at all Orange County stations south of Anaheim for weeknight home games. Additionally, the annual Angels Express Train that takes fans to and from Angels' games was back again during the baseball season.

OCTA also provides funding and services for a variety of rail-related capital projects. During the current fiscal year,

accomplishments included:

- Construction of ARTIC is on schedule. The FY 2013-14 budget of \$100 million is estimated to expend \$90.9 million by year end.
- Completed the environmental approval process on the Laguna Niguel/San Juan Capistrano railroad passing siding project.
- Completed the environmental approval process and began design on the Laguna Niguel/Mission Viejo Metrolink station ADA Ramps project.
- Metrolink Service Expansion Projects (MSEP) are expected to close-out in the current fiscal year
- The Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN) Agency Board selected OCTA to serve as the local managing agency to consolidate rail service along the LOSSAN corridor on August 23, 2013. The LOSSAN Corridor is the 351-mile Los Angeles – San Diego – San Luis Obispo corridor that travels through a six-county coastal region in Southern California and is the second busiest intercity passenger rail corridor in the United States.

The Rail budget for FY 2014-15 consists of both operating and capital expenses. Operating expenses in FY 2014-15 are budgeted at \$28.7 million, while capital expenditures are anticipated to reach \$77.2 million. The FY 2014-15 rail capital projects are shown below.

OCTA Rail Capital Projects	FY 2014-15 Adopted
Anaheim Regional Transportation Intermodal Center	\$ 30,439,818
Placentia Metrolink Station	16,604,000
Positive Train Control	4,147,427
Laguna Niguel to San Juan Capistrano Passing Siding	3,560,000
17th Street Grade Separation	3,500,000
Anaheim Canyon Station Project	3,250,000
Anaheim Fixed Guideway	2,835,250
Sand Canyon Grade Separation	2,375,000
Laguna Niguel/Mission Viejo Station ADA Ramp Project	2,265,000
LOSSAN Slope Stabilization Project	2,000,000
Orange Transportation Center Parking Expansion	1,500,000
Santa Ana/Garden Grove Fixed Guideway	1,298,750
Anaheim Access Road	1,085,000
Metrolink Station Platform Rehabilitation Projects	808,000
Fullerton Station Elevator Upgrades	700,000
LOSSAN San Juan Creek Bridge	500,000
Pacific Electric Right-of-Way Bridge Removal	160,000
Del Obispo Grade Crossing Modification	150,000
San Clemente Beach Trail Crossing Project	50,000
Total	\$ 77,228,245

Rail Program (Continued)

M2 will be the primary funding source to support operating and capital rail expenditures through FY 2040-41. Measure M2 has also allocated funds for Transit Extensions to Metrolink. Measure M2 Project S is providing funding to connect people between a Metrolink station and activity and employment centers throughout the county. Two types of projects are being funded through Project S, fixed-guideways, and bus and station vans.

Transit Extensions to Metrolink (Project S)

Orange County's Metrolink service is increasing in frequency and it is essential that passengers have a way to get to their final destination after getting off a train. Measure M2 Project S, known as Transit Extensions to Metrolink, is providing funding to connect people between a Metrolink station and activity and employment centers throughout the county. Two types of projects are being funded through Project S, Fixed-Guideways and Bus and Station Vans.

Fixed-Guideways

The Santa Ana/Garden Grove and Anaheim fixed-guideway proposals are currently undergoing alternatives analysis and environmental clearance. OCTA is working closely with the cities to ensure compliance with all state and federal requirements. Approximately \$12 million in Project S and additional funds have been awarded to the Santa Ana/Garden Grove project. It is anticipated that the environmental clearance for the project will be completed in 2014. Approximately \$19 million in Project S and additional funds have been awarded to the City of Anaheim for the fixed guideway project. The city anticipates environmental clearance to be completed in 2015. In FY 2014-15, \$4.1 million is budgeted to cover expenses associated with project development, program management and environmental oversight services.

Bus and Station Vans

A call for projects was released in March 2012 and four projects in the cities of Anaheim and Lake Forest were awarded funding in July 2013. The city of Anaheim was awarded approximately \$423,000 for capital and operating costs to run two buses connecting passengers between the Anaheim Canyon station and several locations throughout the city. The city of Lake Forest was awarded approximately \$288,000 for capital and operating costs to run three station vans to carry passengers from the Irvine Station to major employers in the city. In FY 2014-15, \$0.3 million is being budgeted for this effort.

91 Express Lanes

The 91 Express Lanes is a four-lane, 10-mile toll road built in the median of California's Riverside Freeway (SR-91) between the Orange/Riverside County line and the SR-55. 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 that will increase capacity and improve traffic flow along the SR-91 corridor.

In FY 2013-14, OCTA completed a third-party agreement with the Riverside County Transportation Commission (RCTC) and Cofiroute USA for operations of the 91 Express Lanes. This will help ensure streamlined consistent inter-county travel for motorists on the original ten-mile span of the 91 Express Lanes and the new eight miles that will extend into Riverside County.

In August 2013, OCTA refinanced the 91 Express Lanes 2003 Toll Road Revenue Refunding Bonds to take advantage of lower interest rates.

Cutting edge technologies have been a hallmark of the 91 Express Lanes, and this year OCTA installed violation enforcement lights on the gantries above the 91 Express Lanes. The lights discourage unlawful motorists from entering the lanes, in order to limit congestion and keep traffic moving safely at free-flow speed.



91 Express Lanes (Continued)

The 91 Express Lanes expenditure budget of \$26.7 million represents a 3 percent increase over the current year's budget. Designations of \$15.7 million within the 91 Express Lanes are primarily targeted for the acquisition and maintenance of in-lane cameras and transponders. See the 91 Express Lanes Sources and Uses table in the Fund Budget section for additional information. The 91 Express Lanes continue to maximize throughput through the corridor and generate funding that will be used to make future improvements along the corridor.

Motorist Services

Comprised of Freeway Services Patrol (FSP), Call Box Network, Orange County 511 Service, and the Orange County Taxi Administration Program (OCTAP). Motorist Services keep passengers safe whether traveling by car, or taking a taxi.

During FY 2013-14 Motorist Services transitioned the FSP service contracts for six service areas while continuing FSP service support for the West County Connectors, SR-91 West End and I-5 South County freeway construction projects. OCTA completed several OCTAP database enhancements including upgrading driver permits with tamper proof features, the electronic capture of driver photos, implementation of a points-based inspection system, and the electronic collecting inspection data within the database. Additional accomplishments in FY 2013-14 include:

- FSP assisted 64,851 motorist with disabled vehicles.
- The 511 voice response team received 298,859 monthly calls, a 15 percent increase from last year.
- The Service Authority for Freeway Emergencies operated 637 call boxes, a 10 percent decrease from last year.



FSP Testimonial 2/15/2014

I cannot thank your service enough! On Friday I was stranded on the side of the freeway with a very small shoulder area. It was dangerous and I was helpless. I had run out of gas. I called the police because my car was blocking rush hour traffic. They notified FSP and a very calm and friendly FSP Operator arrived to help me in less than 7 minutes! He gave me a little gas and got me on the road safely and quickly. I was so incredibly grateful! Thank you so much for this service, and thank you for saving the day for me.

Sincerely,
Heather V

Goals for FY 2014-15 in Motorist Services include the completion of the Freeway Service Patrol tracking and data collection application, implementation of electronic filing of taxicab company and driver permit applications, and an electronic payment processing application which will allow OCTA to accept credit cards for all OCTAP permit transactions. In FY 2014-15, \$6.7 million is being budgeted for Motorist Services.

Transit Bus Program

As a multi-modal transportation agency serving Orange County, OCTA's local bus service is one of the agency's core programs. OCTA's goal is to provide the citizens and visitors of Orange County with a safe, reliable, and convenient service throughout the County that is sustainable over the long term.

The level of bus service that OCTA provides is highly dependent upon the receipt of several major revenues sources. These major revenues include the LTF ¼ cent sales tax, state and federal funding, and fare revenue.

LTF is the most critical funding source as it funds approximately 50 percent of bus operations. Over the last four years, since the recession, this funding source has shown

Transit Bus Program (Continued)

strong year-over-year growth. The FY 2014-15 budget of \$159.8 million is based on an estimated sales tax growth rate of 6.70%, which is the average growth rate calculated from forecasts received from California State University, Fullerton, Chapman University, and the University of California, Los Angeles. Federal grants supporting operating and capital expenditures are also an important source of revenue for the bus program. Approximately \$179.4 million in federal grants are in the budget funding expenditures such as preventative maintenance, capital cost of contracting, ACCESS service, and bus procurements. Due to soft fixed-route ridership it is anticipated that fare revenue will finish at \$58.6 million. Fixed-route boardings are anticipated to remain flat at 50.8 million in FY 2014-15, and as a result fare revenue is budgeted at \$58.6 million. OCTA expects to receive approximately \$19.8 million in STA funding in FY 2014-15 based on estimates provided by the State Controller. STA funding has been utilized to support bus operations in recent years, but in FY 2014-15 and beyond it is anticipated to be used to support capital expenditures.

Due to soft ridership and the uncertainty in federal and state funding the FY 2014-15 budget does not include additional service. OCTA staff recommends sustaining existing service levels of 1.60 million revenue hours during next fiscal year. The plan to convert a portion of directly operated fixed route service commensurate with coach operator attrition will continue with approximately 90,000 revenue hours being converted during the year. By the end of the year, approximately 34% of fixed-route service will be operated by the contracted service provider.

ACCESS

The ACCESS Program provides complementary transit service to persons with disabilities as required by the Americans with Disabilities Act (ADA). Historically, service levels were increasing at double-digit rates and consuming a significant portion of the transit budget resources. The Paratransit Growth Management Strategies implemented in 2005 have helped mitigate increasing service levels. To address significant cost increases, new efforts are being implemented to adjust the service delivery model by initiating a pilot taxi trip program and other strategies recommended in the Transit System Study. OCTA also continues its focus on developing community partnerships to provide alternative transportation options for seniors and persons with disabilities.

In March 2012, the Board approved a pilot program to expand the service model and per-trip subsidy for the ACCESS Same-Day Taxi service. The pilot program was successful and an agreement with Yellow Cab of Orange County was approved

by the Board in March 2014 to continue the program. This program reduces the amount of trips on ACCESS service by offering an alternative mode of transportation at a lower cost for trips under five miles. If a trip exceeds five miles, the additional cost is the responsibility of the customer.

For FY 2014-15 OCTA anticipates delivering 511,018 revenue hours of primary ADA service, and 261,301 trips for supplemental service trips. Though ACCESS service continues to be a costly service to provide, a new contract executed in FY 2013-14 resulted in an estimated savings of \$46 million over the next 4 years.

Express Service

OCTA currently operates a total of five express routes that provide stress-free commuting to various destinations within Orange County and neighboring counties. These routes constitute 18,900 revenue hours of the total fixed-route service, and offer a convenient option for riders traveling as far as Riverside, Los Angeles, and parts of South Orange County.

Transit Performance Indicators

OCTA tracks performance indicators by mode of service and at the route level. This information has become a valuable management resource and has helped bus operations staff in determining the effectiveness and efficiency of OCTA's bus service.

The chart on page 18 highlights the FY 2014-15 approved bus service levels, projected boardings, operating cost, and fare revenue by mode of service.

Community Based Transit/Circulators (Project V)

This program establishes a competitive program for local jurisdictions to develop local bus transit services such as community based circulators, shuttles and bus trolleys that complement regional bus and rail services, and meet needs in areas not adequately served by regional transit. As part of this program, three 32-foot buses were purchased with M2 project V funds for the City of La Habra. In FY 2014-15, the City of La Habra will be launching a year-round service with stops at St. Jude Hospital and the Fullerton Transportation Center.

Senior Mobility Program

Authorized by the OCTA Board of Directors in October 2001, OCTA's Senior Mobility Program (SMP) is designed to fill the gap between local fixed-route buses and ADA paratransit, or ACCESS service, by providing local transportation services to seniors in participating cities in Orange County.

Under the program, participating cities are eligible to receive

Transit Bus Program (Continued)

Performance Indicators

	Performance Indicators	Directly Operated Fixed Route	Contracted Fixed Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	System Total
Service Provided	Vehicle Hours (VH)	1,217,875	564,327	587,975				2,370,177
	Vehicle Miles (VM)	15,704,391	8,410,933	9,152,359				33,267,683
	Revenue Hours (RVH)	1,118,069	484,533	511,018				2,113,620
	Revenue Miles (RVM)	13,164,523	6,387,097	7,508,568				27,060,188
Passenger Usage	Boardings	41,807,328	8,989,906	921,482	261,301	95,604	233,900	52,309,522
	Boardings per VH	34.33	15.93	1.57				22.07
	Boardings per VM	2.66	1.07	0.10				1.57
	Boardings per RVH	37.39	18.55	1.80				24.75
	Boardings per RVM	0.31	0.71	8.15				0.52
Operating Costs	Costs	\$152,105,715	\$64,811,371	\$49,005,113	\$12,064,001	\$1,066,382	\$5,450,540	\$284,503,122
	Cost per VH	\$124.89	\$114.85	\$83.35				\$120.03
	Cost per VM	\$9.69	\$7.71	\$5.35				\$8.55
	Cost per RVH	\$136.04	\$133.76	\$95.90				\$134.60
	Cost per RVM	\$11.55	\$10.15	\$6.53				\$10.51
	Cost per Boarding	\$3.64	\$7.21	\$53.18	\$46.17	\$11.15	\$23.30	\$5.44
Fare Revenues	Revenue	\$41,848,233	\$11,177,749	\$4,669,709	\$940,684			\$58,636,375
	Revenue per VH	\$34.36	\$19.81	\$9.54				\$24.74
	Revenue per VM	\$2.66	\$1.33	\$0.61				\$1.76
	Revenue per RVH	\$37.43	\$23.07	\$10.98				\$27.74
	Revenue per RVM	\$3.18	\$1.75	\$0.75				\$2.17
	Revenue per Boarding	\$1.00	\$1.24	\$6.09				\$1.12
Farebox Recovery Ratio		27.51%	17.25%	9.53%				20.61%

Note: Farebox recovery ratio is used to determine the amount of costs that are recovered from passenger fares. The Transportation Development Act requires transit agencies to achieve a 20 percent farebox recovery ratio in order to receive the maximum available sales taxes for public transit purposes.

funds and vehicles from OCTA to help design and operate a transit program that best fits the needs of older adults in their communities. To date, 32 cities, one county unincorporated (Rossmoor), and four non-profit agencies including Abrazar, Inc., Jewish Federation and Family Services of Orange County, Korean American Senior Association of Orange County, and Vietnamese Community of Orange County have chosen to participate in the SMP.

Participating cities include: Aliso Viejo, Anaheim, Brea, Buena Park, Costa Mesa, Cypress, Dana Point, Fountain Valley, Fullerton, Garden Grove, Huntington Beach, Irvine, La Habra, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Los Alamitos, Mission Viejo, Newport Beach, Orange, Placentia, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, Seal Beach, Stanton, Tustin, Westminster, and Yorba Linda.

The SMP is funded with one percent of M2 net revenues under Project U. Funding for the four non-profit SMP participants comes from Transit Development Act Article 4.5. The allocations have been determined based on criteria and requirements for the SMP adopted by the OCTA.

JARC and New Freedom Program

The FTA provides funding for transportation programs to serve persons of low income, seniors and persons with disabilities under the Section 5316 Jobs Access Reverse Commute (JARC) and Section 5317 New Freedom Program.

Agencies receiving JARC and New Freedom funding are implementing transportation and mobility management programs which address gaps and barriers in service identified in the 2008 Orange County Public Transit-Human Services Transportation Coordination Plan. Agencies approved for funding include: Abrazar, Inc., Acacia Adult Day Services,

Transit Bus Program (Continued)

Alzheimer's Family Services, Boys and Girls Club of Huntington Valley, County of Orange/Office on Aging, Dayle McIntosh Center, Jewish Family Services of Orange County, North Orange County Community College District, OCTA, Horizon Cultural Community Center, Vietnamese Community of Orange County, and Women Helping Women.

Under both the JARC and New Freedom programs, capital expenses are funded at 80 percent and operating expenses are funded at 50 percent with grant recipients responsible for the remaining expenditures.

Active Transportation

Bikeways

The Orange County Transportation Authority (OCTA) develops the Commuter Bikeways Strategic Plan (CBSP) every five years which outlines OCTA's role in bikeways planning. These include:

- Suggesting regional priorities for optimal use by local jurisdictions
- Assisting in coordinating plans between jurisdictions
- Providing planning and design guidelines; and
- Participating in outreach efforts to encourage bicycle commuting projects from concept to concrete

The Regional Bikeways Planning effort will expand upon the CBSP to identify potential regional bikeway improvements. Throughout this effort, the planning process will be initiated and coordinated by OCTA. In fact, a call for projects was released last year and OCTA received 11 applications requesting \$6.66 million. These requests are expected to be expended via federal Congestion Mitigation and Air Quality funds. The FY 2014-15 budget does include funding that is to be used for selected projects. Some of the projects for which funding was awarded include:

- The 19th Street Bicycle Trail project in Costa Mesa
- The Lambert Road Bikeway project in the County of Orange
- The Anaheim Coves Northern Extension project in Anaheim
- The La Habra Union Pacific Rail Line Bikeway project in La Habra
- The San Juan Capistrano Bikeway Gap Closure in San Juan Capistrano

OCTA and the 11 agencies will enter into cooperative agreements to ensure projects awarded funding meet all board-approved guidelines.



Executive Summary

BikeShare

OCTA has implemented a bike sharing pilot program in the city of Fullerton. The pilot program currently has 11 stations conveniently located throughout the city including the main station at the Fullerton Train Station. The goal is to ultimately have 15 stations operating within the city as part of the pilot project.

Bike Sharing Program in Fullerton Attracts Riders 2/28/2014

OCTA kicked off public beta testing for BikeShare, the bike sharing pilot program that provides commuters with a convenient, healthy and emissions-free transportation option in Fullerton.

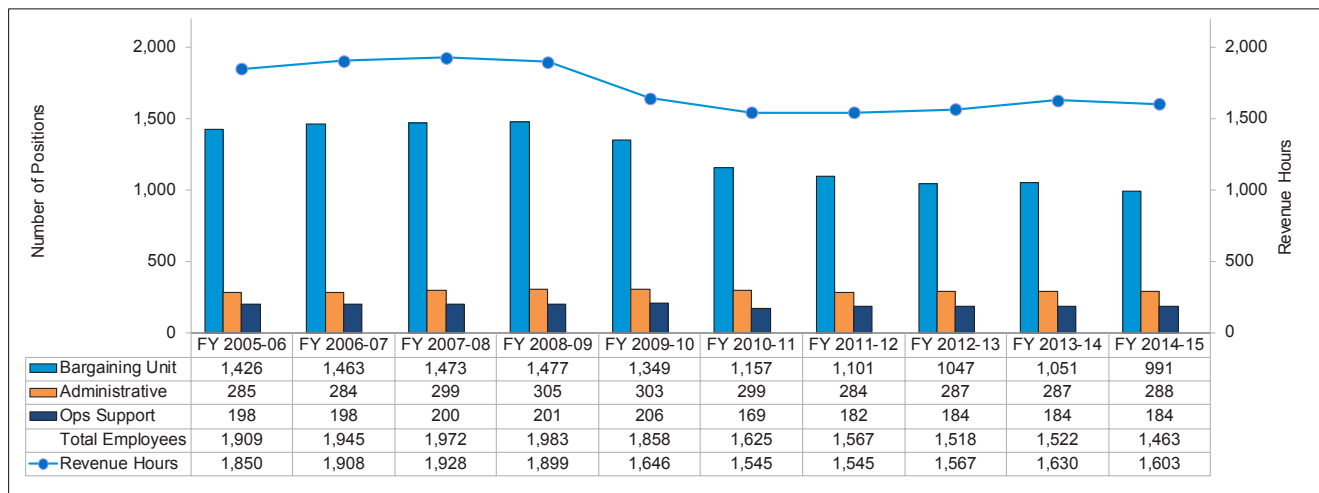


	FY 2014-15 Adopted
Active Transportation	
Bicycle Corridor Improvement Program	\$ 1,000,000
Bastanchury/Valencia Mesa Bike Path	434,000
OC Bikeways District 3 Strategy and Feasibility Studies	300,000
Bicycle Safety Program	250,000
BikeShare Pilot Program	185,280
Regional Bike Programs Awareness Marketing	150,000
Active Transportation Plan Development	100,000
Total	\$ 2,419,280

Staffing Plan

OCTA's historical staffing and revenue vehicle hours (RVH) are presented on the chart below. OCTA's staffing levels decreased proportionately with the reductions in revenue vehicle hours caused by the economic recession of 2007. In FY 2014-15, staffing levels will further decrease based on the plan to convert a portion of directly operated service to a contracted service provider.

Historic Staffing Levels Comparison



Staffing Levels

OCTA Staffing	FY 2013-14 Headcount	FY 2014-15 Headcount	Difference
Administrative	471	472	1
Union	1,051	991	(60)
- Coach Operator	817	765	(52)
- Maintenance	193	185	(8)
- Facility Technicians and Parts Clerks	41	41	-
Total Positions	1,522	1,463	(59)

Executive Summary

Department Staffing

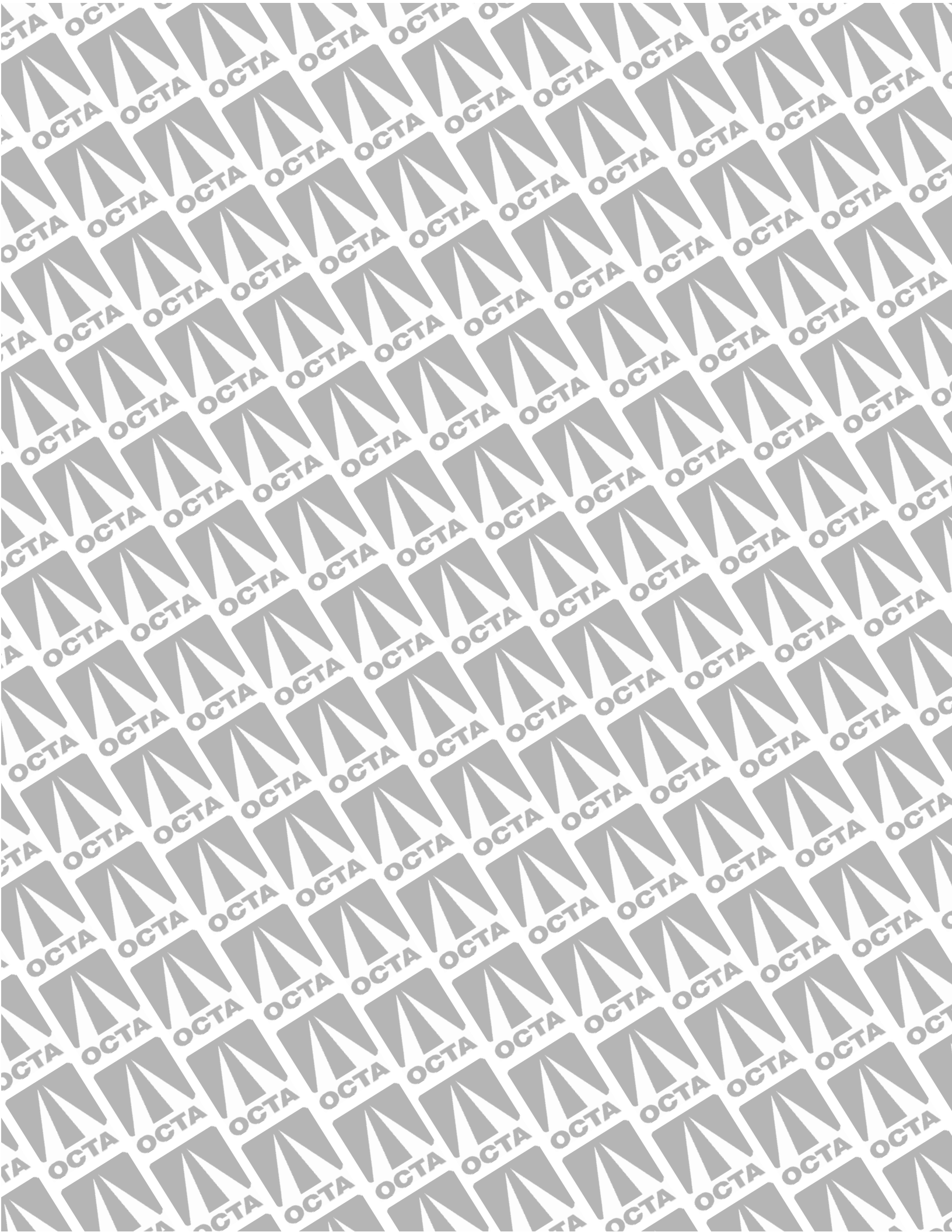
OCTA is comprised of eight divisions. Each division is organized by department. The table below shows staffing levels for FY 2012-13 through FY 2014-15.

Division / Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Office</u>			
Executive Office - CEO	5	5	5
Internal Audit	6	6	6
Clerk of the Board	4	4	4
Subtotal Executive Office	15	15	15
<u>Finance and Administration</u>			
Executive Director, Finance and Administration	4	4	4
Accounting and Financial Reporting	24	24	24
Financial Planning and Analysis	12	12	12
Contracts Administration and Material Mgmt.	59	59	59
Information Systems	37	37	37
General Services	18	18	18
Treasury Department	2	2	2
Tollroad	3	3	3
Subtotal Finance and Administration	159	159	159
<u>Human Resources and Organizational Development</u>			
Human Resources	19	19	19
Training and Development	4	4	4
Risk Management	7	7	7
Workforce Development	2	2	2
Labor and Employee Relations	5	5	5
Management Services	1	1	0
Safety	6	6	6
Subtotal Human Resources and Organization	44	44	43
<u>Government Relations</u>			
Director, Government Relations	9	9	9
Subtotal Government Relations	9	9	9
<u>Planning</u>			
Executive Director, Planning	3	4	4
Director, Strategic Planning	4	3	4
Planning and Analysis	21	21	21
Capital and Local Programs	9	9	9
Subtotal Planning	37	37	38

Continued next page...

Department Staffing

Division / Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Capital Programs</u>			
Executive Director, Capital Programs	14	14	14
Rail	11	11	11
Highway Programs	12	12	12
Subtotal Capital Programs	37	37	37
<u>External Affairs</u>			
Executive Director, External Affairs	3	3	3
Marketing	11	11	10
OCTD Marketing	8	8	8
Public Communications	10	10	10
Vanpool	3	3	2
Rideshare	1	1	3
Strategic Communications	4	4	4
Subtotal External Affairs	40	40	40
<u>Transit</u>			
O.C. Taxicab Administration Program	4	4	5
Motorist Services	3	3	3
Executive Director, Bus Operations	6	5	5
Bus Operations	871	885	833
Community Transportation Services	12	12	12
Maintenance	263	253	245
Service Planning and Customer Advocacy	12	12	12
Transit Programs Management	3	4	4
Security Assessment	3	3	3
Subtotal Transit	1,177	1,181	1,122
Total Authority	1,518	1,522	1,463



Financial Reports



Financial Reports

The Financial Reports section provides a high level and a detail summary of OCTA's sources and uses; including use of prior year designations and designations in the FY 2014-15 budget.

External Sources and Uses Summary*

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5100 Passenger Fares	53,435,650	61,117,441	58,636,373
5500 Tollroad Revenue	39,320,520	38,199,322	41,459,074
6010 State Transit Assistance	5,982,765	1,986,895	1,688,000
6020 State Assistance	54,450,866	87,319,096	33,458,000
6030 Federal Operating Assistance Grants	68,745,310	129,093,902	97,867,249
6040 Federal Capital Assistance Grants	57,178,564	118,000,591	211,733,300
6050 Reimbursement from Other Agencies	17,009,445	11,597,429	18,172,033
6055 Gas Tax Exchange	23,000,004	0	0
6100 Property Taxes	13,555,800	11,417,444	12,859,329
6101 Taxes	453,402,646	460,567,556	484,120,742
6110 License Fees	833,411	732,992	763,251
6200 Interest Income	14,773,021	21,921,747	17,718,922
6300 Other Non-operating Revenue	15,137,713	12,143,801	12,009,387
6550 Proceeds Sale of Capital Asset	2,662,251	0	0
Subtotal Revenues	\$ 819,487,966	\$ 954,098,216	\$ 990,485,660
Use of Prior Year Designations	107,724,821	306,816,621	133,959,637
Total Sources	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7100 Salaries and Benefits	144,160,715	155,057,911	155,652,290
7300 Purchased Transportation Services	73,856,824	80,557,982	85,131,181
7500 Professional Services	95,798,444	206,697,188	203,779,241
7540 Insurance Claims/Premiums	11,046,760	15,158,326	14,774,385
7600 General and Administrative	13,493,379	13,791,449	10,174,564
7700 Maintenance Parts and Fuel	19,181,444	28,350,395	30,274,012
7800 Contributions to Other Agencies	169,092,560	392,221,583	243,455,717
8111 Interest Expense	28,278,694	29,551,825	27,948,938
8112 Principal Payment On Long Term Debt	6,410,000	6,600,000	6,865,000
9000 Capital Expenditures	206,351,842	285,097,409	301,387,303
Subtotal Expenses	\$ 767,670,662	\$ 1,213,084,068	\$ 1,079,442,631
Designations	159,542,125	47,830,769	45,002,666
Total Uses	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

External Revenues and Use of Designations*

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5110 Farebox Revenue	28,876,562	30,067,492	27,326,075
5150 Pass Sales	15,097,799	16,680,595	15,283,005
5180 Coupon Sales	3,129,204	3,689,677	3,247,073
5220 Direct Route Subsidy	3,708,928	8,029,959	10,130,665
5240 Passenger Revenue Subsidy	2,231,256	2,264,000	2,283,360
5260 Miscellaneous Transit Revenue	3,950,097	3,910,718	4,041,195
5510 Tollroad Revenue	32,653,155	31,255,001	34,514,899
5550 Tollroad Fee Income	6,651,755	6,944,321	6,944,175
5580 Tollroad Income Other	15,610	0	0
6020 State Assistance	60,433,631	89,305,991	35,146,000
6030 Federal Operating Assistance Grants	68,745,310	129,093,902	97,867,249
6040 Federal Capital Assistance Grants	57,178,564	118,000,591	211,733,300
6050 Other Financial Assistance	40,014,249	11,597,429	18,172,033
6100 Taxes	466,958,446	471,985,000	496,980,071
6110 Operator Licenses	833,411	732,992	763,251
6200 Interest Income	14,773,021	21,921,747	17,718,922
6310 Rental Income	4,206,758	3,950,118	2,073,149
6330 Fees and Fines	140,068	146,813	145,655
6350 Insurance Recoveries	696,659	734,524	712,500
6370 Miscellaneous	6,531,232	3,787,346	5,403,083
6550 Proceeds Sale of Capital Asset	2,662,251	0	0
Total Revenues	\$ 819,487,966	\$ 954,098,216	\$ 990,485,660
Admin Services	9,624	0	0
Anaheim Emergency Access	0	1,000,000	1,085,000
Anaheim Regional Transportation Intermodal Center	8,701,913	0	439,818
Anaheim Canyon Station Project	0	0	2,500,000
Anaheim and Santa Ana Go Local Fixed Guideway	0	0	457,000
Article 3 Bikeway & Pedestrian Facilities Program	416,881	352,000	0
ARTIC - Project T	0	64,898,722	6,548,651
Bristol Street Widening Project	3,485,000	18,000,000	10,025,850
Combined Transportation Funding Program	19,814,273	42,000,000	20,040,000
Commuter Rail Capital Improvements	11,641,414	1,345,000	8,384,209
Commuter Rail Operations	20,875,952	22,500,000	22,500,000
Environmental Mitigation Property Restoration	0	3,425,000	0
Freeway Service Patrol Operators Hardware/Software	854,461	0	172,631
Fullerton Station Elevator Updgrade	411,425	257,000	700,000
Future Freeway Service Patrol	455,969	514,191	840,549
Gas Tax Reserve	447,222	0	0
Grade Crossing Enhancement and Quiet Zones	0	2,967,959	0
I-405 HOV Connector Projects	0	6,856,050	305,000
I-405 HOV Conversion PA-ED/PS&E	203,085	100,000	50,000
I-405/SR-55 Connector	0	0	200,000
I-405 from SR-55 to I-605	0	22,630,000	0
I-5 from I-405 thru I-605	0	0	21,000
I-5 Gateway Project to LA County Line	4,013,409	2,210,000	10,000
I-5 HOV Conversion PSR-PR/PS&E	133,064	200,000	200,000
iShuttle Operating Service (CURE Transfer to GF)	1,498,942	1,787,428	2,364,338

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

Continued next page...

External Revenues and Use of Designations*

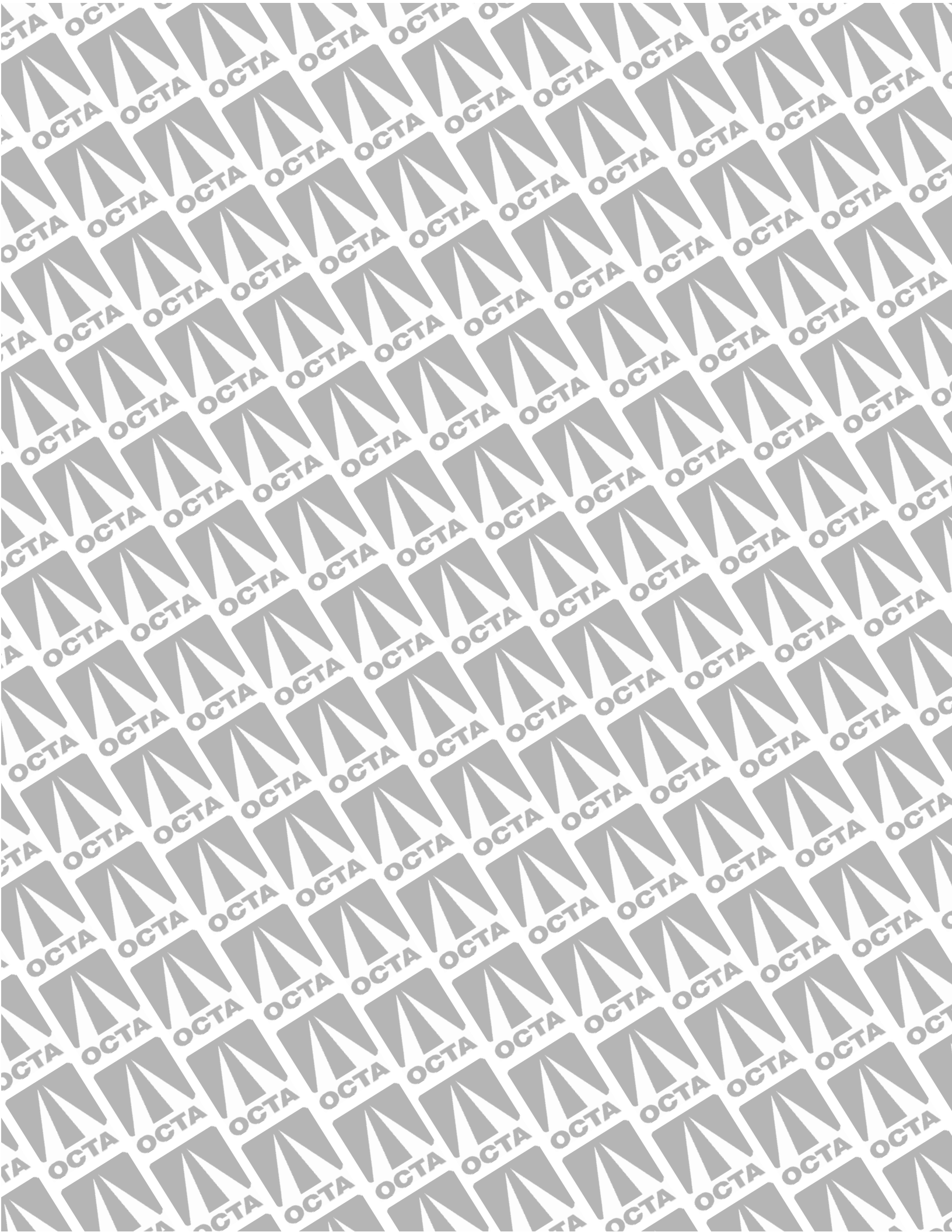
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Laguna Niguel/Mission Viejo Station Parking	1,259,650	0	402,650
Laguna Niguel to SJC Passing Siding (Design)	0	2,100,000	0
LOSSAN Commuter Rail	0	2,310,950	0
Measure M	0	0	798,156
MSEP Control Point Stadium	1,202,980	0	0
OCTAP Operations	0	0	134,323
OCTD Fixed Asset Reserves	25,367,626	16,219,706	13,309,000
Orange Transportation Center Parking Expansion	0	0	1,500,000
PE ROW General	0	299,709	0
Personal Liability and Property Damage	5,979,008	0	0
Project P - Regional Traffic Signal Synch	0	14,000,000	0
Project R Grade Separations	0	9,450,000	0
Project O Grade Separations	0	48,921,790	40,811,462
SAAV Operations	749,022	0	0
Senior Mobility	203,901	0	0
SR-22 Construction	0	2,360,000	160,000
SR-57 HOV Conversion - Gaps PA-ED/PS&E	0	500,000	0
SR-91 (WB), I-5 to SR-57	0	11,440,000	0
SR-91/SR-55-Tustin Interchange	0	5,721,000	0
Stationlink Rail Feeder Service	0	2,430,116	0
VSS at Fullerton Metrolink Station	0	20,000	0
Total Use of Prior Year Designations	\$ 107,724,821	\$ 306,816,621	\$ 133,959,637
Available Revenues / Use of Designations	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

External Expenses and Designations*

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7110 Salaries-Regular Employees	80,589,900	84,561,891	85,450,231
7150 Extra Help Employees	1,013,302	1,325,192	1,440,168
7209 Deferred Compensation	1,546,676	1,780,331	1,452,201
7210 Pensions	25,653,283	28,367,553	30,098,574
7220 Insurances	2,320,817	2,496,506	2,200,933
7240 Health Care	18,086,542	18,852,412	18,467,924
7260 Compensated Absences	11,137,331	13,445,411	12,220,476
7280 Other Benefits	3,812,864	4,228,615	4,321,783
7310 Contract Transportation	73,856,824	80,557,982	85,131,181
7510 Professional Services	52,197,157	156,812,769	153,990,675
7540 Insurance Claims Expense	11,046,760	15,158,326	14,774,385
7610 Outside Services	43,403,056	49,683,419	49,578,891
7630 Advertising Fees	198,231	201,000	209,675
7640 Utilities	2,631,301	2,972,100	2,937,718
7650 Travel, Training, and Mileage	456,770	775,070	813,632
7660 Office Expense	3,138,399	2,733,167	2,575,167
7670 Miscellaneous Expense	1,783,720	1,103,214	929,558
7690 Leases	5,637,209	5,443,847	1,751,476
7710 Fuels and Lubricants	10,178,077	19,553,876	20,455,665
7740 Tires and Tubes	2,054,962	2,132,803	2,118,801
7750 Maintenance Expense	6,948,405	6,663,716	7,699,546
7780 General Equipment/Structures	30,011	0	21,800
7790 Other Materials and Supplies	1,143,236	1,292,503	1,509,375
7820 Taxes	300,938	556,308	468,850
7830 Contributions to Other Agencies	167,464,355	391,136,823	242,622,705
8110 Debt Service	34,688,694	36,151,825	34,813,938
9020 Capital Exp-Locally Funded	27,271,612	68,826,229	137,485,303
9080 Construction in Progress	179,080,230	216,271,180	163,902,000
Subtotal Expenses	\$ 767,670,662	\$ 1,213,084,068	\$ 1,079,442,631
ARBA Contributions	1,265,141	912,350	1,187,455
Bristol Street Widening Project	13,323,921	0	0
Debt Service	6,971,991	0	0
Designated for Future SR-91 Projects	21,500,146	13,477,472	15,723,660
Designated for future OCUTT projects	89,602	210,502	61,642
Designated for Future M2 projects	52,934,974	2,468,287	0
Fixed Asset Reserve	60,685,897	30,720,263	28,024,967
General Fund Designations	1,503,412	0	0
OCTAP Operations	127,638	37,466	0
SAAV Operations	0	4,429	4,942
Scholarships	13,964	0	0
STAF	2,921	0	0
Workers' Compensation	1,122,518	0	0
Subtotal Designations	\$ 159,542,125	\$ 47,830,769	\$ 45,002,666
Total Uses	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.





Fund Budgets

Fund Budgets

Fund Budget Summary

The reports in the Financial Report section showed the budgeted Sources and Uses by the type of expense or revenue. The reports on this and the following page show the same three-year budgets by fund.

External Fund Level Summary - Sources

This report displays revenues and use of prior year designations summarized by fund.

External Fund Level Summary - Uses

This report displays expenditures and designations summarized by fund.

External Revenus and Use of Designations by Fund

This report shows the revenues and use of prior year designations summarized by fund, but the funds are displayed within their fund group.

External Expenses and Designations by Fund

This report shows the expenditures and designations summarized by fund, but the funds are displayed within their fund group.

External Fund Level Summary - Sources*

Source of Funds			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
ARBA Trust Fund	2,106,807	912,350	1,187,455
Commuter and Urban Rail Endowment 1	41,202,299	41,592,402	52,142,373
Gas Tax Fund	23,000,004	0	0
General Fund	12,706,978	25,449,901	15,147,313
Internal Service Fund - Workers' Compensation	505,259	672,643	477,877
Internal Service Fund- PL and PD	6,267,331	501,295	382,355
Local Transportation Authority Measure M1	59,289,637	66,702,972	31,602,890
Local Transportation Authority Measure M2	363,118,969	661,857,024	502,315,363
Local Transportation Fund	142,176,337	153,204,807	159,884,666
Measure M2 Bond Debt Service	6,972,950	6,513,993	6,559,064
Orange County Taxi Administration Program	842,250	744,832	932,013
Orange County Transit District	198,610,407	234,464,528	284,987,359
Orange County Unified Transportation Trust	445,800	1,016,755	319,262
Scholarship Fund	13,974	17,165	16,673
Service Authority for Abandoned Vehicles	760,894	10,000	10,000
Service Authority for Freeway Emergencies	6,610,265	5,731,699	6,248,169
State Route 91 Toll Road	40,851,887	39,435,524	42,461,474
State Transit Assistance Fund	21,721,115	22,086,947	19,770,991
Transit Development Capital Project	9,624	0	0
Total Authority	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

External Fund Level Summary - Uses*

Use of Funds			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
ARBA Trust Fund	2,106,807	912,350	1,187,455
Commuter and Urban Rail Endowment 1	35,916,684	36,424,382	45,506,946
Gas Tax Fund	23,000,004	0	0
General Fund	72,255,959	105,474,034	98,109,946
Internal Service Fund - Workers' Compensation	6,658,758	6,597,988	7,093,894
Internal Service Fund- PL and PD	7,232,591	9,958,691	9,081,004
Local Transportation Authority Measure M1	51,605,402	62,059,226	28,986,576
Local Transportation Authority Measure M2	324,416,394	621,925,516	448,701,699
Local Transportation Fund	5,461,555	4,652,930	3,866,109
Measure M2 Bond Debt Service	35,765,129	28,790,838	28,791,838
Orange County Taxi Administration Program	602,892	579,968	655,843
Orange County Transit District	316,781,616	339,628,334	406,366,852
Orange County Unified Transportation Trust	109,651	216,755	69,262
Scholarship Fund	13,974	17,165	16,673
Service Authority for Abandoned Vehicles	760,321	10,000	10,000
Service Authority for Freeway Emergencies	5,838,121	6,397,682	6,043,838
State Route 91 Toll Road	38,683,079	37,268,978	39,957,362
State Transit Assistance Fund	3,850	0	0
Total Authority	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

Fund Budgets

External Revenues and Use of Designations by Fund*

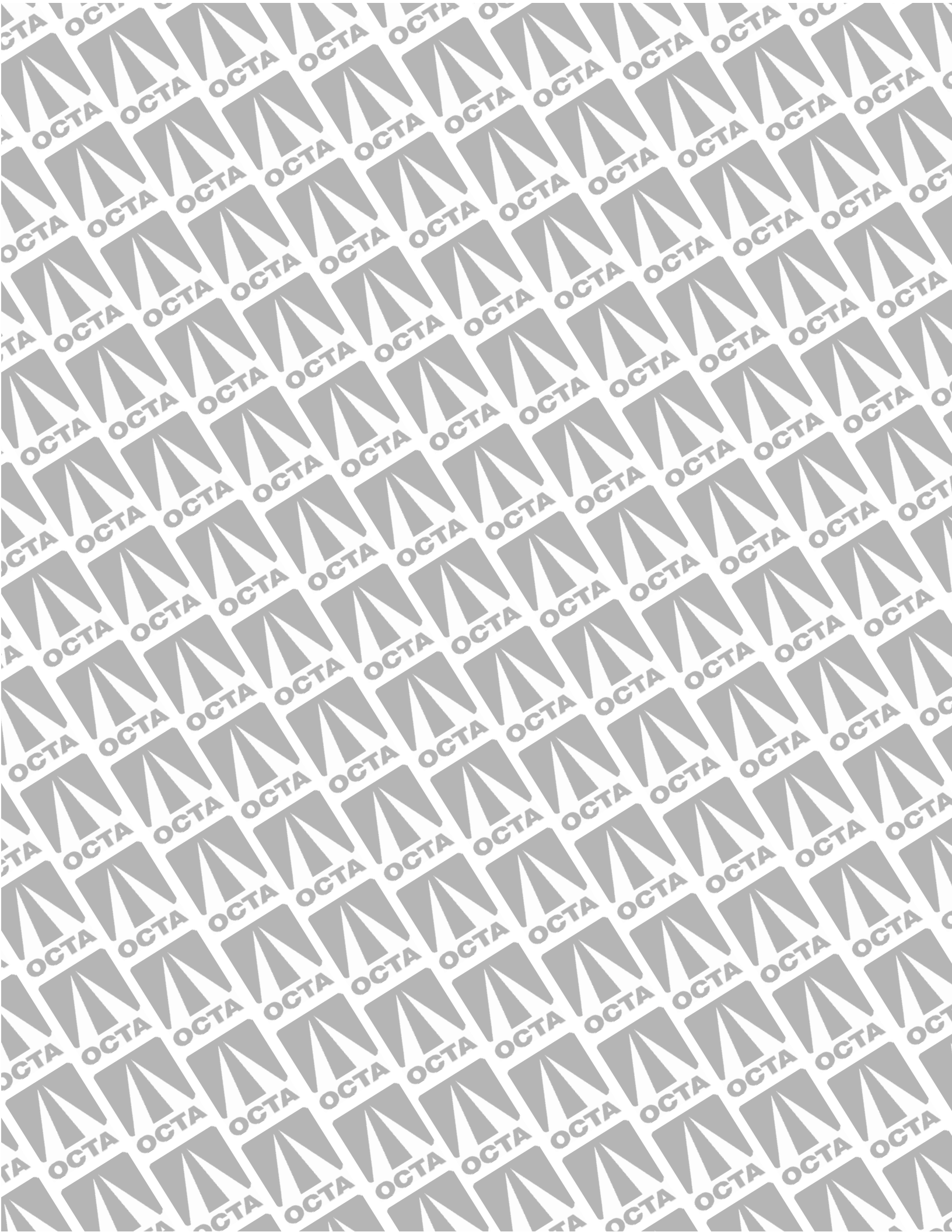
Source of Funds			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Administrative</u>			
ARBA Trust Fund	2,106,807	912,350	1,187,455
General Fund	12,706,978	25,449,901	15,147,313
Internal Service Fund - Workers' Compensation	505,259	672,643	477,877
Internal Service Fund- PL and PD	6,267,331	501,295	382,355
Scholarship Fund	13,974	17,165	16,673
Subtotal Administrative	\$ 21,600,349	\$ 27,553,354	\$ 17,211,673
<u>Transit</u>			
Gas Tax Fund	23,000,004	0	0
Local Transportation Fund	142,176,337	153,204,807	159,884,666
Orange County Transit District	198,610,407	234,464,528	284,987,359
State Transit Assistance Fund	21,721,115	22,086,947	19,770,991
Subtotal Transit	\$ 385,507,863	\$ 409,756,282	\$ 464,643,016
<u>Measure M</u>			
Local Transportation Authority Measure M1	59,289,637	66,702,972	31,602,890
Local Transportation Authority Measure M2	363,118,969	661,857,024	502,315,363
Measure M2 Bond Debt Service	6,972,950	6,513,993	6,559,064
Subtotal Measure M	\$ 429,381,556	\$ 735,073,989	\$ 540,477,317
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	41,202,299	41,592,402	52,142,373
Subtotal Rail	\$ 41,202,299	\$ 41,592,402	\$ 52,142,373
<u>91 Express Lanes</u>			
State Route 91 Toll Road	40,851,887	39,435,524	42,461,474
Subtotal 91 Express Lanes	\$ 40,851,887	\$ 39,435,524	\$ 42,461,474
<u>Motorist and Taxi Services</u>			
Orange County Taxi Administration Program	842,250	744,832	932,013
Service Authority for Abandoned Vehicles	760,894	10,000	10,000
Service Authority for Freeway Emergencies	6,610,265	5,731,699	6,248,169
Subtotal Motorist and Taxi Services	\$ 8,213,409	\$ 6,486,531	\$ 7,190,182
<u>Capital Project</u>			
Orange County Unified Transportation Trust	445,800	1,016,755	319,262
Transit Development Capital Project	9,624	0	0
Subtotal Capital Project	\$ 455,424	\$ 1,016,755	\$ 319,262
Total Authority	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.

External Expenses and Designations by Fund*

Use of Funds			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Administrative</u>			
ARBA Trust Fund	2,106,807	912,350	1,187,455
General Fund	71,717,141	104,917,850	97,508,201
Internal Service Fund - Workers' Compensation	6,658,758	6,597,988	7,093,894
Internal Service Fund- PL and PD	7,232,591	9,958,691	9,081,004
Scholarship Fund	13,974	17,165	16,673
Subtotal Administrative	\$ 87,729,271	\$ 122,404,044	\$ 114,887,227
<u>Transit</u>			
Gas Tax Fund	23,000,004	0	0
Local Transportation Fund	5,461,555	4,652,930	3,866,109
Orange County Transit District	316,781,616	339,628,334	406,366,852
State Transit Assistance Fund	3,850	0	0
Subtotal Transit	\$ 345,247,025	\$ 344,281,264	\$ 410,232,961
<u>Measure M</u>			
Local Transportation Authority Measure M1	51,605,402	62,059,226	28,986,576
Local Transportation Authority Measure M2	324,416,394	621,925,516	448,701,699
Measure M2 Bond Debt Service	35,765,129	28,790,838	28,791,838
Subtotal Measure M	\$ 411,786,925	\$ 712,775,580	\$ 506,480,113
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	35,916,684	36,424,382	45,506,946
Subtotal Rail	\$ 35,916,684	\$ 36,424,382	\$ 45,506,946
<u>91 Express Lanes</u>			
State Route 91 Toll Road	38,683,079	37,268,978	39,957,362
Subtotal 91 Express Lanes	\$ 38,683,079	\$ 37,268,978	\$ 39,957,362
<u>Motorist and Taxi Services</u>			
General Fund	538,818	556,184	601,745
Orange County Taxi Administration Program	602,892	579,968	655,843
Service Authority for Abandoned Vehicles	760,321	10,000	10,000
Service Authority for Freeway Emergencies	5,838,121	6,397,682	6,043,838
Subtotal Motorist and Taxi Services	\$ 7,740,152	\$ 7,543,834	\$ 7,311,426
<u>Capital Project</u>			
Orange County Unified Transportation Trust	109,651	216,755	69,262
Subtotal Capital Project	\$ 109,651	\$ 216,755	\$ 69,262
Total Authority	\$ 927,212,787	\$ 1,260,914,837	\$ 1,124,445,297

*Interfund transfers and management fees excluded. These revenues / expenses represent the internal transfer of funds and do not reflect expenditures made outside the Authority.



Administrative Fund Group



Goldenwest Transportation Center

OCTA Bus System Map



Connecting Bus Service



- LA HABRA - HUNTINGTON BEACH (Route 636-RIDE)
- HUNTINGTON BEACH - IRVINE
- SANCTI BEACH - TUSTIN
- SEAL BEACH - ORANGE EXPRESS
- HUNTINGTON BEACH - LOS ANGELES EXPRESS

Information anytime, anywhere.

Create Your Personalized Bus Book
Click on the map to create a bus book with just the information you need.

Plan Your Trip Online
Click on the map to plan your trip online. You'll get a trip plan complete with directions to your destination. Plan your next trip at www.octa.net/justclick.

Route Changes via E-mail
Get the latest transportation news including bus detours and schedule changes. Sign up for our e-newsletter at www.octa.net/subscribe.

Find Your Next Bus
Click on the map to get the information you need. It's fast! OCTA's best message...

Additional Retirement Benefit Account (ARBA) Trust Fund Narrative

OCTA currently provides a supplemental retirement benefit known as the **ARBA**. This benefit is offered to retired members of the Orange County Employees Retirement System (OCERS) in order to assist OCTA employees in maintaining health insurance coverage following their retirement from OCTA. The 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. Based on a biennial actuarial study, OCTA increased their contribution over time to 1.0 percent of payroll. The most recent actuarial study recommended 0.9 percent of payroll be set aside in the FY 2014-15 budget to fund the benefit.

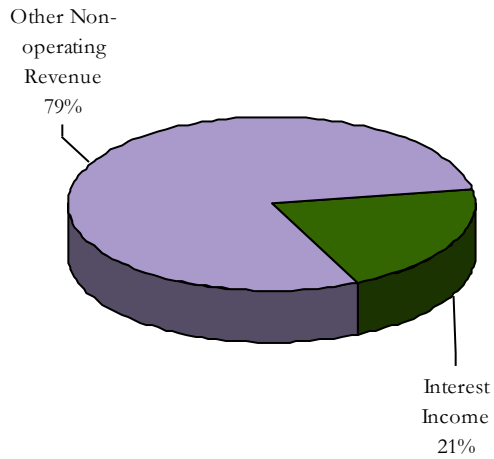
ARBA Trust Fund Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6200 Interest Income	1,282,075	168,773	246,055
6300 Other Non-operating Revenue	824,732	743,577	941,400
Subtotal Revenues	\$ 2,106,807	\$ 912,350	\$ 1,187,455
Use of Prior Year Designations	0	0	0
Total Sources	\$ 2,106,807	\$ 912,350	\$ 1,187,455

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7801 Bristol Widening and Placentia Metrolink	841,666	0	0
Subtotal Expenses	\$ 841,666	\$ 0	\$ 0
Designations	1,265,141	912,350	1,187,455
Total Uses	\$ 2,106,807	\$ 912,350	\$ 1,187,455

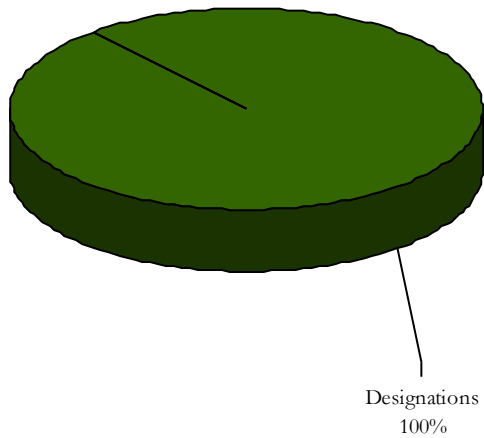
ARBA Trust Fund

Sources ~ FY 2014-15



Sources	Amount
Interest Income	246,055
Other Non-operating Revenue	941,400
Total Sources	\$ 1,187,455

Uses ~ FY 2014-15



Uses	Amount
Designations	1,187,455
Total Uses	\$ 1,187,455

General Fund - Narrative

The OCTA General Fund 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. The following divisions contribute to the successful completion of these responsibilities:

The Chief Executive Officer (CEO), who resides in the **Executive Office Division**, is responsible for providing management direction to all other divisions and programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The CEO serves at the discretion of the Board of Directors. The CEO and Deputy Chief Executive Officer'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.

Included in the Executive Office Division are Internal Audit and Clerk of the Board. The Internal Audit is responsible for providing an independent appraisal function to examine and evaluate OCTA's operations and activities. These reviews are provided as a service to the Board of Directors and OCTA management to assist them in the effective discharge of their duties.

The Clerk of the Board (COB) is charged with preserving and accurately recording OCTA's official and historical records and making them available to the public. This division is responsible for the entire Board and Committee agenda processes, including preparation and distribution of agendas, ensuring these meetings are held in compliance with California open meeting laws, recording actions taken by the Board and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions.

The COB provides direct meeting and administrative support to the Board of Directors. This division also receives legal documents served upon OCTA.

The **Government Relations Division** serves as OCTA's liaison with Members of the California State Legislature and the United States Congress. In addition, it is responsible for developing and maintaining a competitive and proactive grant funding program. OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California -- the Southern California Association of Government and the San Diego Association of Governments. These initiatives address key multicounty mobility and coordination issues including

the movement of goods from the ports of Los Angeles and Long Beach through the region including Orange County; development of regional policies for operation and management of carpool and/or managed lanes; and implementation of sub-regional programs, such as the Four Corners Study.

The **Finance and Administration Division** supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. The division analyzes fiscal issues and advises the Board of Directors in the areas of long-term financing, fund planning, annual budget, and compliance with generally accepted accounting standards. Staff works closely with federal, state, and local agencies to ensure the continued receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management and purchasing activities. The division also provides guidance for the implementation of technology, oversees facilities management, records management and a variety of other support services. In addition, the Finance and Administration Division is responsible for OCTA's investment portfolio and debt obligation, and oversees the 91 Toll Road.

This **Human Resources and Organizational Development Division** carries the responsibility for OCTA's functions in relation to employment, compensation, benefits, risk management, training, labor and employee relations, health, safety, environmental compliance and organizational development.

The **Planning Division** is responsible for a range of activities including the close-out of Measure M and preparing for Measure M2 improvements, carrying out planning and programming activities required by state and federal legislation, collaborating with regional transportation agencies, and the critical task of securing project funding. This division will coordinate the M2 program implementation to ensure coordinated and integrated M2 program delivery. The division also represents OCTA interests on regional issues such as goods movement, cross-county issues, air quality programs, ensures compliance with state and federal planning mandates, and provides forecasting and technical support services for the entire agency. This division also provides the technical support necessary for implementation of SB - 375, plans to reduce greenhouse gas emissions.

The **External Affairs Division** is responsible for customer relations, community relations, media relations, and public information. This department engages the public in discussion of transportation issues in Orange County and attempts to build consensus for future transportation projects.

General Fund - Narrative (continued)

The primary responsibility of the **Capital Programs Division** is the oversight and implementation of capital improvement projects across all modes of transportation. Projects include various freeways, chokepoint and soundwall projects, and Smart Streets. Furthermore, the division expands Orange County's rail system to provide increased, and more frequent rail service that supports and matches the growth and development patterns of the County and region. In addition to this primary focus, the team is responsible for many complementary transit projects and programs, such as the development and implementation of a high-capacity rail transit system using OCTA-owned railroad rights of way in Orange County. This includes the planned high-frequency Metrolink service, local transit connectors, grade crossing safety and quiet zone improvements, and development of key rail stations into gateways to regional rail. Furthermore, this division oversees various transit capital improvement projects such as the Americans with Disabilities Act (ADA) bus stop modifications, as well as numerous facility projects.

The **Transit Division** is one of OCTA's core business units delivering fixed-route and paratransit bus services for Orange County. In addition, it oversees the administrative services as they relate to the Motorist Services Department. They plan, direct and administer the Service Authority for Freeway Emergencies (SAFE), and the Orange County Taxicab Administration Program (OCTAP). Staff oversees contracted operations and maintenance as well as internal support functions and is accountable for accurate reporting of related activities.

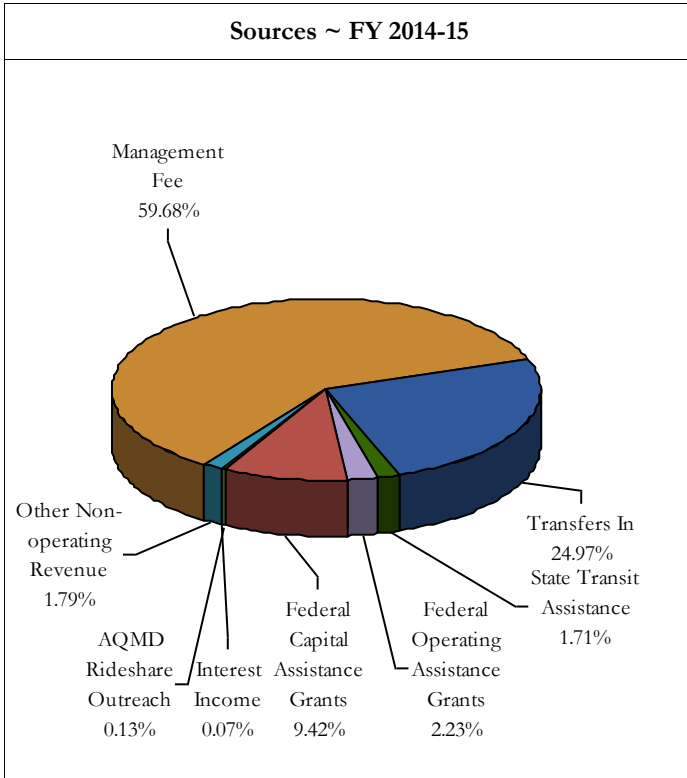
Administrative Fund Group

General Fund Sources & Uses

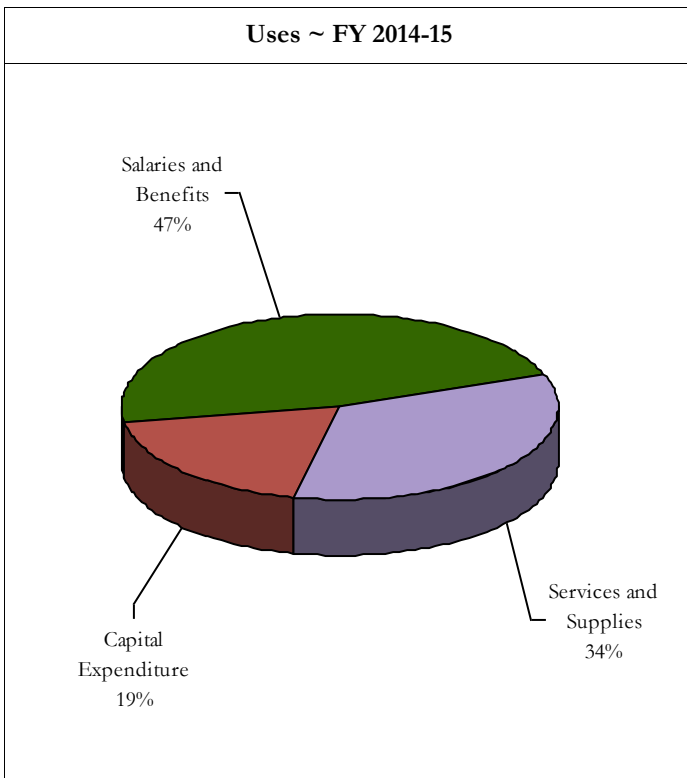
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5301 Worker's Compensation Charges	0	0	0
6010 State Transit Assistance	3,915,149	1,986,895	1,688,000
6020 State Assistance	416,635	3,000,000	0
6030 Federal Operating Assistance Grants	6,990,213	11,217,913	2,198,669
6040 Federal Capital Assistance Grants	435,940	8,441,250	9,299,000
6051 AQMD Rideshare Outreach	129,600	340,000	125,000
6100 Property Taxes	-4,698	0	0
6200 Interest Income	492,020	83,317	71,362
6300 Other Non-operating Revenue	331,786	380,526	1,765,282
6400 Management Fee	50,970,174	54,695,206	58,882,267
6501 Transfers in for Engineering and Construction	9,115,750	25,972,990	24,637,887
6550 Proceeds Sale of Capital Asset	333	0	0
Subtotal Revenues	\$ 72,792,902	\$ 106,118,097	\$ 98,667,467
Use of Prior Year Designations	0	0	0
Total Sources	\$ 72,792,902	\$ 106,118,097	\$ 98,667,467

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7100 Salaries and Benefits	38,347,054	43,063,840	46,232,913
7500 Professional Services	0	0	0
7501 Legal and Other Professional Services	12,504,733	15,292,074	14,111,483
7540 Insurance Claims/Premiums	565	0	0
7601 Office, Travel and Other Expenses	8,331,325	8,149,248	4,576,294
7606 Office and Other Supplies	2,907	4,733	4,685
7700 Maintenance Parts and Fuel	908	7,500	17,500
7801 Bristol Widening and Placentia Metrolink	11,193,908	26,284,945	15,037,629
7806 FSP Providers' Hardware and Training	94	657	660
9000 Capital Expenditures	0	0	0
9001 Placentia Metrolink Station, Hardware and Other	907,996	13,315,100	18,686,303
Subtotal Expenses	\$ 71,289,490	\$ 106,118,097	\$ 98,667,467
Designations	1,503,412	0	0
Total Uses	\$ 72,792,902	\$ 106,118,097	\$ 98,667,467

General Fund



Sources	Amount
State Transit Assistance	1,688,000
Federal Operating Assistance Grants	2,198,669
Federal Capital Assistance Grants	9,299,000
AQMD Rideshare Outreach	125,000
Interest Income	71,362
Other Non-operating Revenue	1,765,282
Management Fee	58,882,267
Transfers in for Engineering and Cons	24,637,887
Total Sources	\$ 98,667,467



Uses	Amount
Salaries and Benefits	\$ 46,232,913
Services and Supplies	33,748,251
Capital Expenditure	18,686,303
Total Uses	\$ 98,667,467

Administrative Fund Group

Internal Service Fund (ISF) - Personal Liability and Property Damage (PL and PD) Narrative

The ISF - PL and PD was established to account for the revenues and expenditures associated with personal liability and property damage.

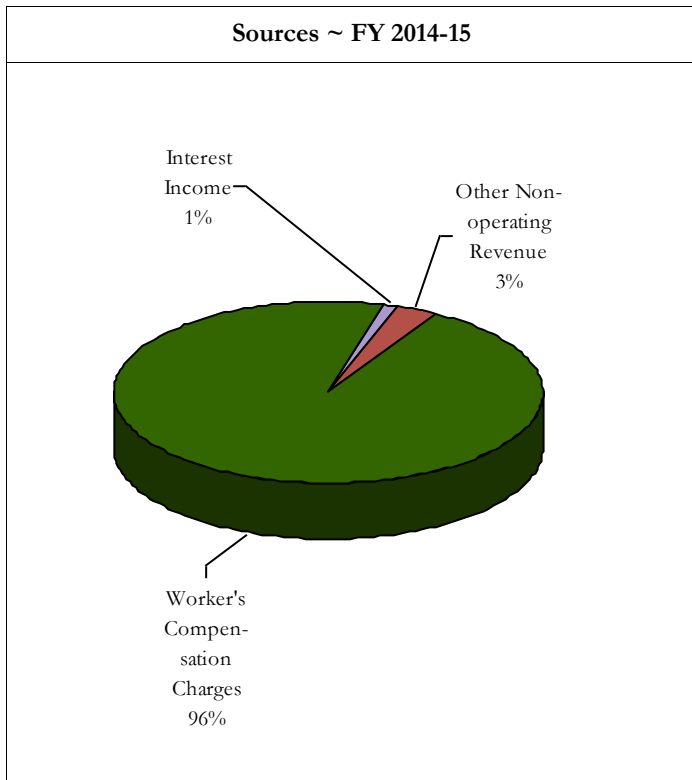
The revenues recorded in these funds are comprised of insurance recoveries and interest earnings. The expenses are comprised of insurance payouts and stop-loss insurance coverage.

Internal Service Fund- PL and PD Sources & Uses

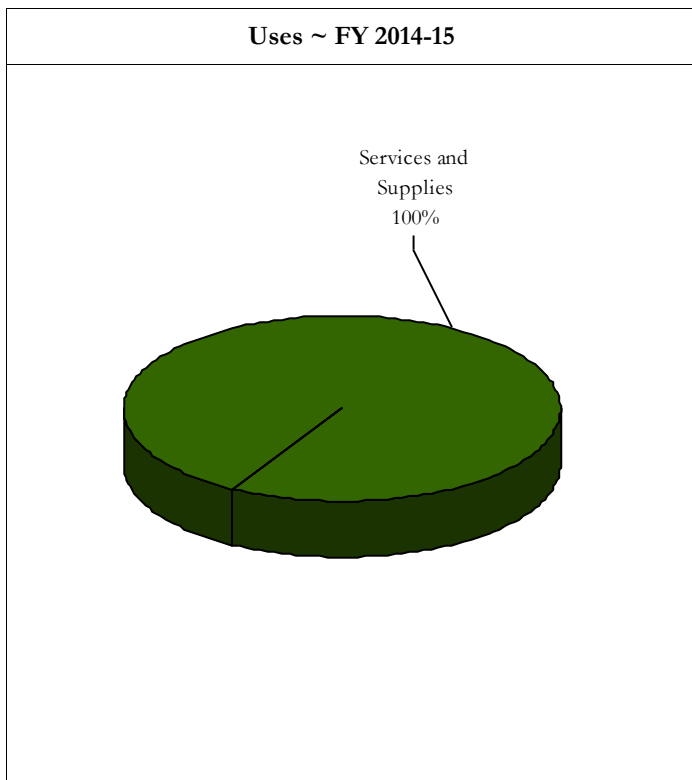
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5301 Worker's Compensation Charges	1,093,440	9,553,230	8,846,726
6200 Interest Income	67,919	226,295	107,355
6300 Other Non-operating Revenue	220,404	275,000	275,000
Subtotal Revenues	\$ 1,381,763	\$ 10,054,525	\$ 9,229,081
Use of Prior Year Designations	5,979,008	0	0
Total Sources	\$ 7,360,771	\$ 10,054,525	\$ 9,229,081

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	128,180	95,834	148,077
7501 Legal and Other Professional Services	2,043,367	1,582,530	1,545,682
7540 Insurance Claims/Premiums	5,158,745	8,375,026	7,534,385
7601 Office, Travel and Other Expenses	0	1,135	937
7801 Bristol Widening and Placentia Metrolink	30,479	0	0
Subtotal Expenses	\$ 7,360,771	\$ 10,054,525	\$ 9,229,081
Total Uses	\$ 7,360,771	\$ 10,054,525	\$ 9,229,081

Internal Service Fund- PL and PD



Sources	Amount
Worker's Compensation Charges	8,846,726
Interest Income	107,355
Other Non-operating Revenue	275,000
Total Sources	\$ 9,229,081



Uses	Amount
Services and Supplies	9,229,081
Total Uses	\$ 9,229,081

Administrative Fund Group

Internal Service Fund (ISF) - Workers' Compensation (WC) Narrative

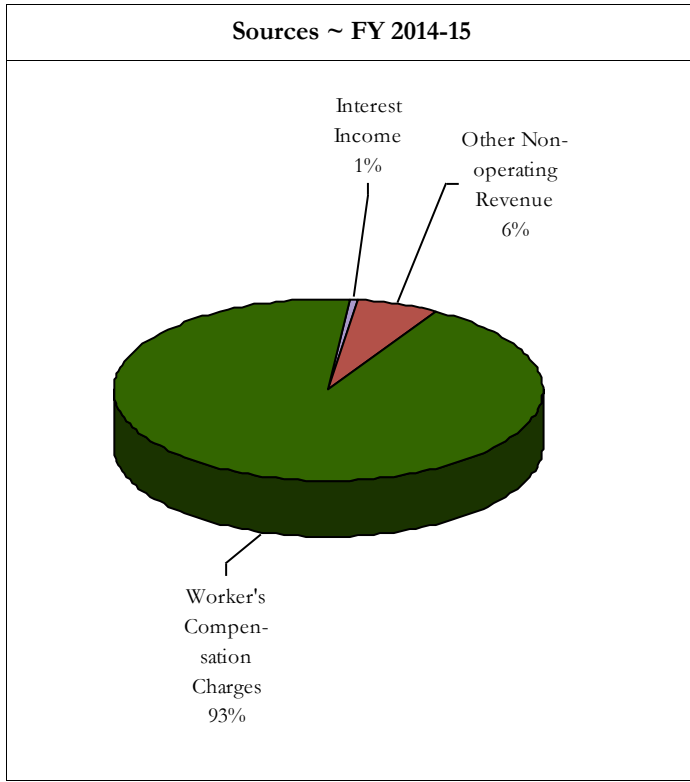
The ISF - WC was established to account for the revenues and expenditures associated with workers' compensation.

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

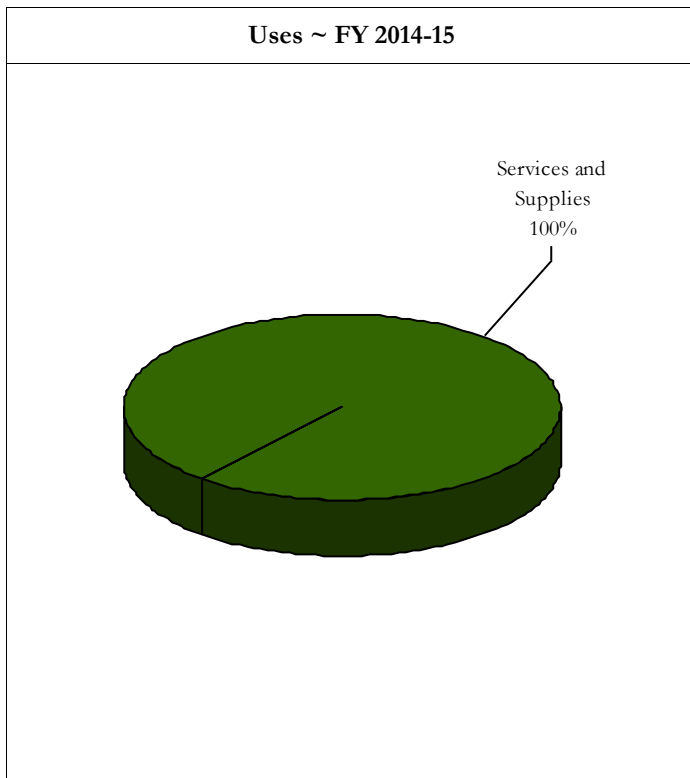
Internal Service Fund - Workers' Compensation Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5301 Worker's Compensation Charges	6,200,498	5,990,981	6,670,332
6200 Interest Income	56,573	236,358	40,377
6300 Other Non-operating Revenue	448,686	436,285	437,500
Subtotal Revenues	\$ 6,705,757	\$ 6,663,624	\$ 7,148,209
Total Sources	\$ 6,705,757	\$ 6,663,624	\$ 7,148,209
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	47,017	65,636	54,315
7501 Legal and Other Professional Services	20,651	433,771	442,978
7540 Insurance Claims/Premiums	5,407,960	6,033,300	6,490,000
7601 Office, Travel and Other Expenses	0	917	916
7801 Bristol Widening and Placentia Metrolink	107,629	130,000	160,000
Subtotal Expenses	\$ 5,583,257	\$ 6,663,624	\$ 7,148,209
Designations	1,122,518	0	0
Total Uses	\$ 6,705,775	\$ 6,663,624	\$ 7,148,209

Internal Service Fund - Workers' Compensation



Sources	Amount
Worker's Compensation Charges	6,670,332
Interest Income	40,377
Other Non-operating Revenue	437,500
Total Sources	\$ 7,148,209



Uses	Amount
Services and Supplies	7,148,209
Total Uses	\$ 7,148,209

Administrative Fund Group

Scholarship Fund Narrative

The OCTA **Scholarship Fund** is funded through employee payroll deductions, cash contributions, and the recycling of bottles and cans. The OCTA Scholarship Fund's primary fund source is employee contributions. These contributions are tax deductible, and are not affected by budget cuts on the state and federal level. The scholarship fund benefits college age children and grandchildren of OCTA employees including: step children, adopted natural children, natural grandchildren,

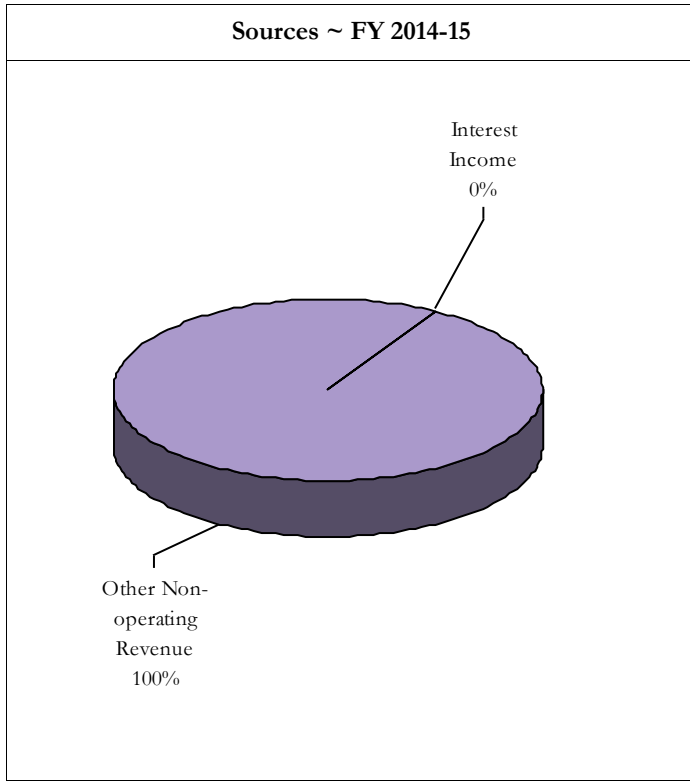
and OCTA interns. To be eligible for this scholarship, students are required to write an essay as to why they want to attend college, or, if applying for a second year in a row, how their previous scholarship award was utilized to benefit their education or career. The essays are judged and recipients notified; award amounts vary based on contributions and earnings in that fiscal year.

Scholarship Fund Sources & Uses

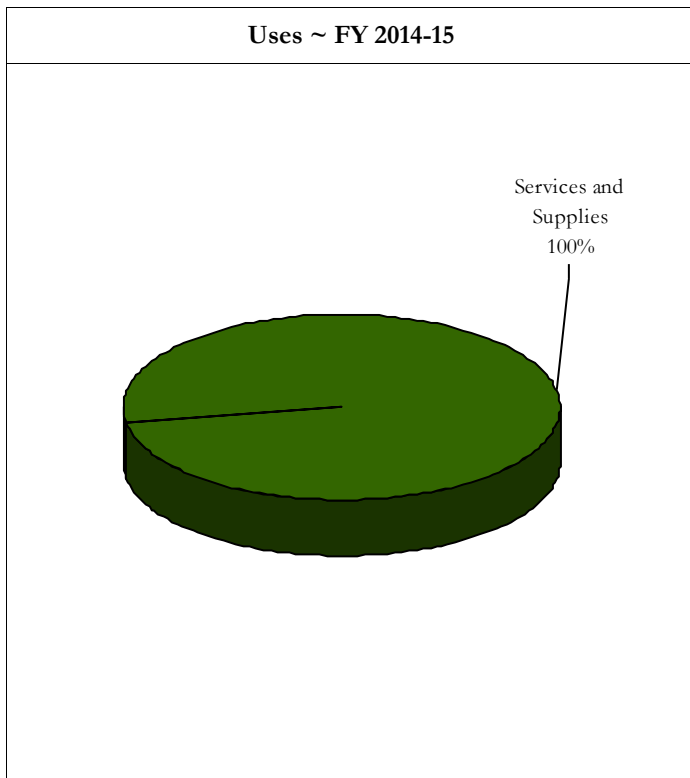
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6200 Interest Income	-40	19	11
6300 Other Non-operating Revenue	14,014	17,146	16,662
Subtotal Revenues	\$ 13,974	\$ 17,165	\$ 16,673
Use of Prior Year Designations	0	0	0
Total Sources	\$ 13,974	\$ 17,165	\$ 16,673

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7501 Legal and Other Professional Services	10	0	0
7801 Bristol Widening and Placentia Metrolink	0	17,165	16,673
Subtotal Expenses	\$ 10	\$ 17,165	\$ 16,673
Designations	13,964	0	0
Total Uses	\$ 13,974	\$ 17,165	\$ 16,673

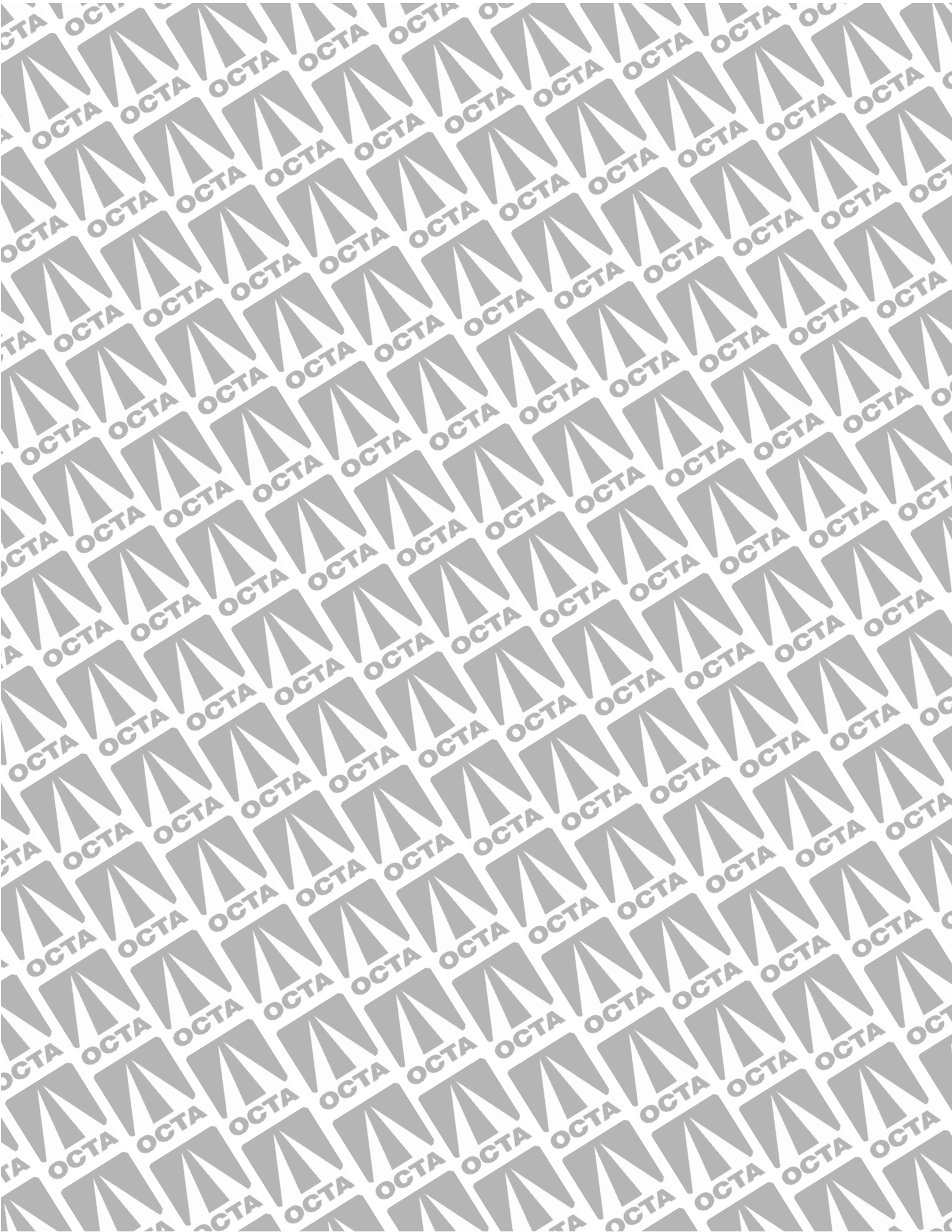
Scholarship Fund



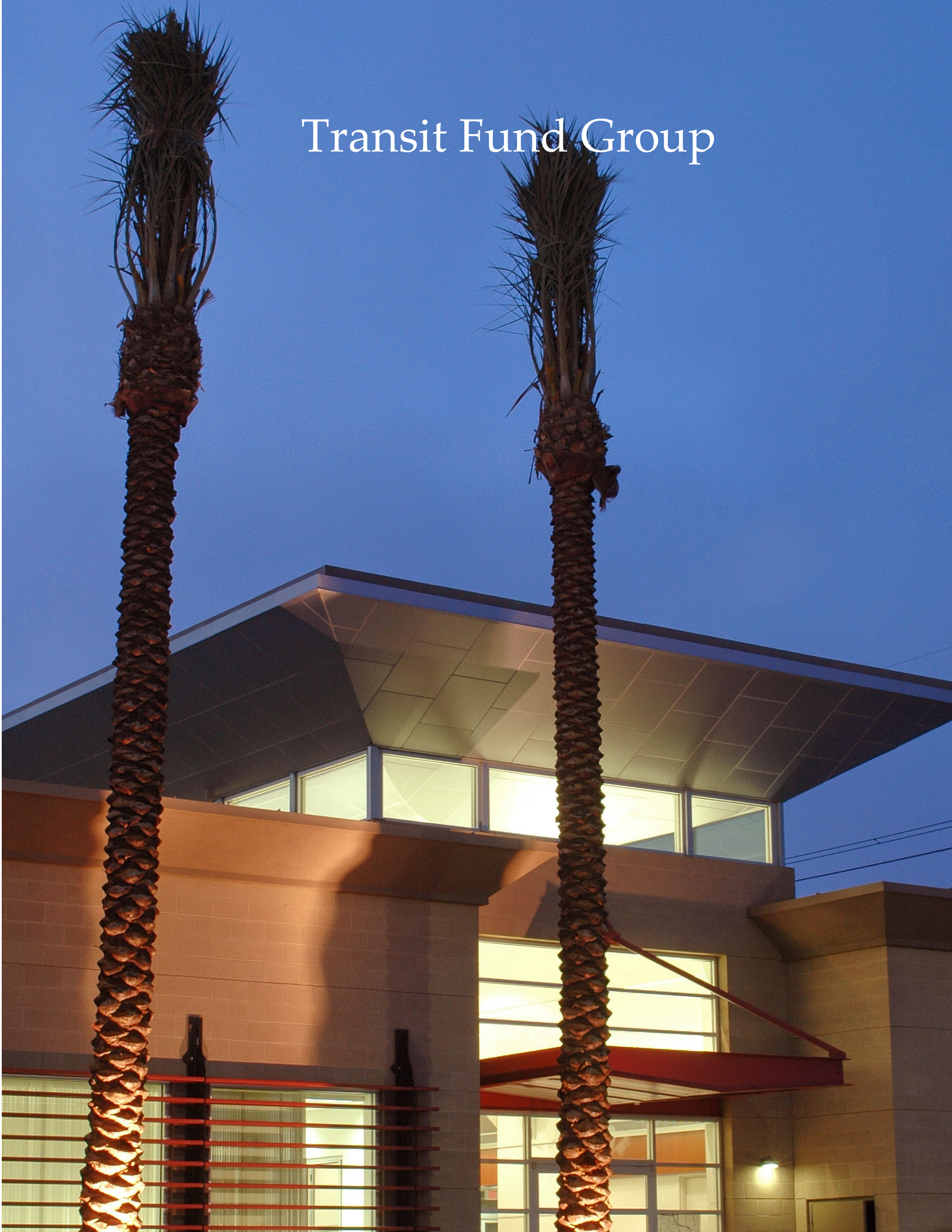
Sources	Amount
Interest Income	11
Other Non-operating Revenue	16,662
Total Sources	\$ 16,673



Uses	Amount
Services and Supplies	16,673
Total Uses	\$ 16,673



Transit Fund Group



The Gas Tax Fund Narrative

The **Gas Tax** fund manages the receipt and exchange of gasoline tax revenues. The Orange County Bankruptcy Consensus Recovery Plan, signed into law in 1995, stipulated diversion of \$38 million annually from the Local Transportation Fund (LTF) beginning in FY 1996-97 and continuing for 15 years. In exchange, \$23 million a year in county gas taxes were

transferred to OCTA, beginning in FY 1997-98 and continuing until FY 2012-13. In turn, OCTA exchanged gasoline tax revenues (dollar-for-dollar) with cities and other agencies for unrestricted funds that could be used to fund bus operations. The last transfer took place in FY 2012-13.

Gas Tax Fund Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6040 Federal Capital Assistance Grants	0	0	0
6101 Taxes	22,552,782	0	0
Subtotal Revenues	\$ 22,552,782	\$ 0	\$ 0
Use of Prior Year Designations	447,222	0	0
Total Sources	\$ 23,000,004	\$ 0	\$ 0

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7800 Contributions to Other Agencies	23,000,004	0	0
8200 Operating Transfers Out	0	0	0
Subtotal Expenses	\$ 23,000,004	\$ 0	\$ 0
Designations	0	0	0
Total Uses	\$ 23,000,004	\$ 0	\$ 0

Local Transportation Fund (LTF) Narrative

The LTF was established in 1971 through the Transportation Development Act (TDA) and is derived from state sales taxes that are returned to each county based on taxable sales. This ¼ cent sales tax provides funding for a variety of purposes including regional planning, bicycle and pedestrian facilities, paratransit service, and fixed-route service. LTF revenues may also be used as a local match for Federal Transit Administration (FTA) grants.

Budgeted revenues received by LTF are designated for the following purposes:

LTF Article 3 - Administration

These revenues are made available for administration of the TDA by a Transportation Planning Agency (TPA). Since OCTA is the TPA for Orange County, OCTA oversees the administration of this fund. In FY 2014-15, OCTA is claiming \$132,699 for this function. The Orange County Auditor-Controller is also claiming \$4,000 for services rendered.

LTF Article 3 - Planning

This funding is available for transportation planning and programming by the County Transportation Commission (CTC), as determined by TDA. OCTA is the designated CTC for Orange County and is claiming \$3,561,000 of TDA revenues for this function in FY 2014-15. An additional \$1,187,000 is being claimed by the Southern California Association of Governments (SCAG) for regional planning efforts.

LTF Article 4 - Public Transportation Services

These revenues are available to support public transportation systems. Funds may be used for capital, operating, and maintenance costs. Transit operators must meet farebox revenue and local support ratios to remain eligible for these funds.

OCTA oversees LTF funds allocated to Orange County. Eligible recipients are the OCTD and Laguna Beach Municipal Transit Lines. In FY 2014-15, OCTD is claiming \$144,620,409 for providing public transit services to Orange County residents. Laguna Beach is eligible to claim \$1,092,443 in FY 2014-15 to fund public transit services within the city.

LTF Article 4.5 - Community Transit Services

These funds are available for the provision of community transit services, including transit services for persons with disabilities unable to use fixed-route transit services. Up to 5 percent of the annual LTF revenues are allotted to this service after deductions are made for administration, planning, and bicycle and pedestrian facility allocations.

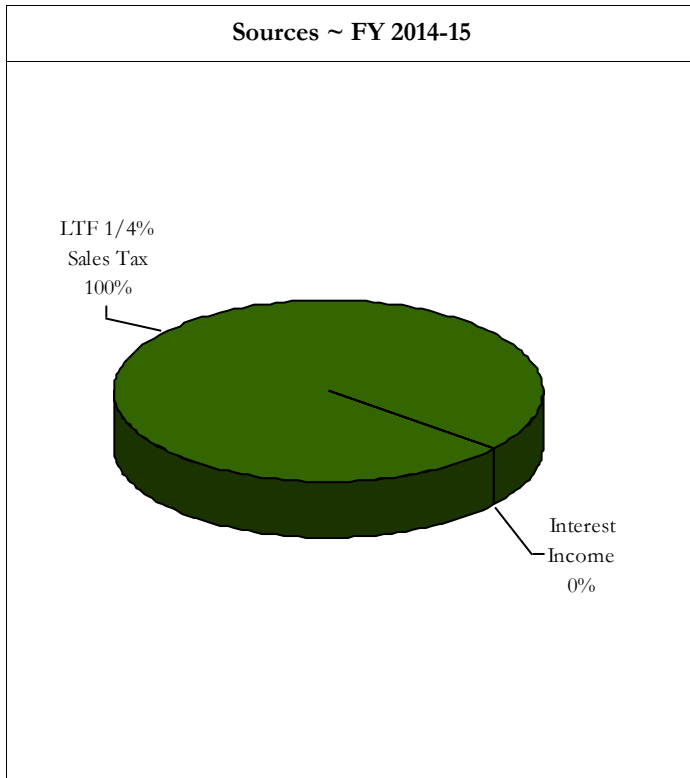
OCTA oversees this fund and eligible recipients are designated as Consolidated Transportation Service Agencies (CTSA). OCTA has designated OCTD as the sole CTSA in Orange County. In FY 2014-15, OCTD is claiming \$7,669,097 for providing community transit services. These funds are provided to OCTD for community transportation and local agencies in Orange County to assist in their senior transportation programs.

Local Transportation Fund Sources & Uses

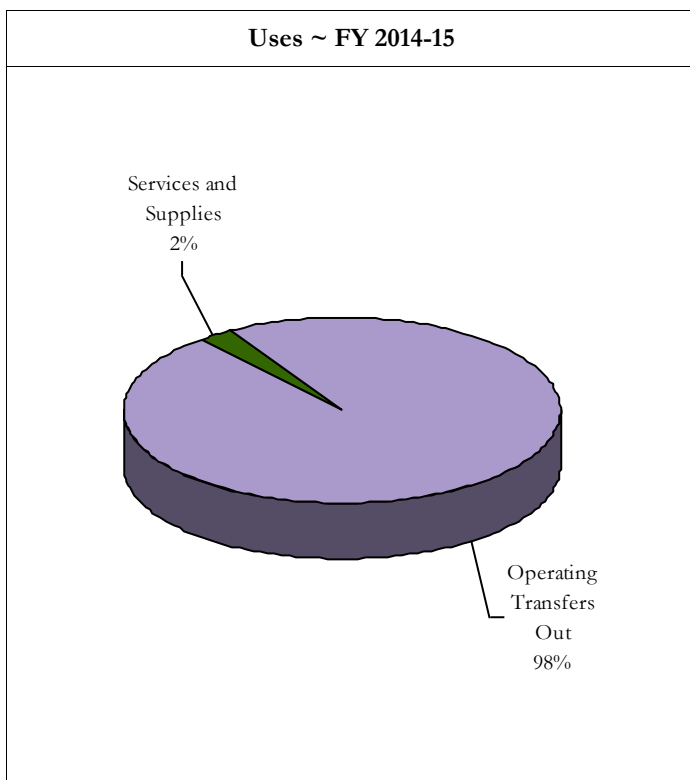
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6040 Federal Capital Assistance Grants	0	0	0
6052 Cities, TSA and Other Reimb.	0	0	0
6104 Local Transportation Fund 1/4% Sales Tax	141,570,715	152,819,211	159,849,314
6200 Interest Income	-15,160	33,596	35,352
Subtotal Revenues	\$ 141,555,555	\$ 152,852,807	\$ 159,884,666
Use of Prior Year Designations	620,782	352,000	0
Total Sources	\$ 142,176,337	\$ 153,204,807	\$ 159,884,666

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7500 Professional Services	1,856,795	1,662,721	1,582,666
7600 General and Administrative	4,504	0	0
7800 Contributions to Other Agencies	3,600,256	2,990,209	2,283,443
8200 Operating Transfers Out	136,714,782	148,551,877	156,018,557
Subtotal Expenses	\$ 142,176,337	\$ 153,204,807	\$ 159,884,666
Designations	0	0	0
Total Uses	\$ 142,176,337	\$ 153,204,807	\$ 159,884,666

Local Transportation Fund



Sources	Amount
Local Transportation Fund 1/4% Sale	159,849,314
Interest Income	35,352
Total Sources	\$ 159,884,666



Uses	Amount
Services and Supplies	3,866,109
Operating Transfers Out	156,018,557
Total Uses	\$ 159,884,666

Orange County Transit District (OCTD) Narrative

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 transit related activity. The fund is presented as an enterprise activity of the OCTA.

In FY 2014-15, OCTA will directly operate approximately 1.1 million revenue hours of fixed-route service, and contract an additional 484,000 hours. In FY 2014-15, OCTA anticipates 50.8 million fixed-route boardings.

The bus network serves most of the urbanized portions of Orange County with connections to Riverside, San Diego, San Bernardino, and Los Angeles Counties. The weekday span of service is generally between 4:00 a.m. to 11:00 p.m. for Local Lines, 4:00 a.m. to midnight for Community Lines, and four local routes operate late evening service until 1:30 a.m. Peak hour headways generally vary from 8 to 30 minutes and the maximum headway is 60 minute service.

Express service includes ten peak-period weekday routes providing limited-stop, freeway-based service to major employment areas in Orange County as well as downtown Los Angeles, Riverside, and San Bernardino Counties. OCTA's mid-size buses provide a variety of services along routes in areas where the demand does not warrant use of large buses. Many of these routes provide connector services for the Metrolink commuter rail system (StationLink), allowing Metrolink commuters to reach employment centers. The mid-size buses also allow for the provision of community-based transit service, which supplements the local bus operations system.

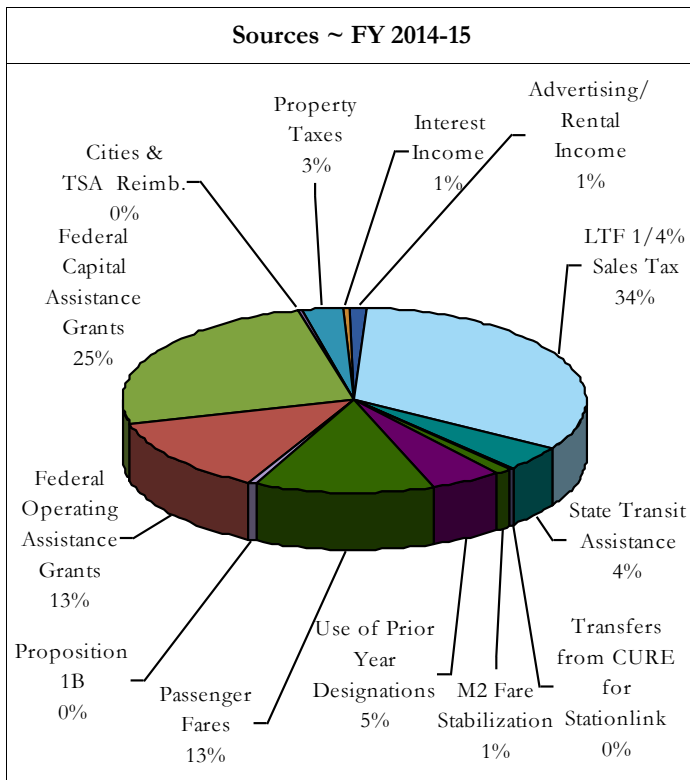
The Transit Division also delivers complementary paratransit services. ACCESS is a paratransit service providing trips for persons with developmental and physical disabilities, as required by the federal Americans with Disabilities Act (ADA). ACCESS services are slated to provide approximately 511,000 revenue hours of service and 261,301 supplemental service trips in FY 2014-15.

Orange County Transit District Sources & Uses

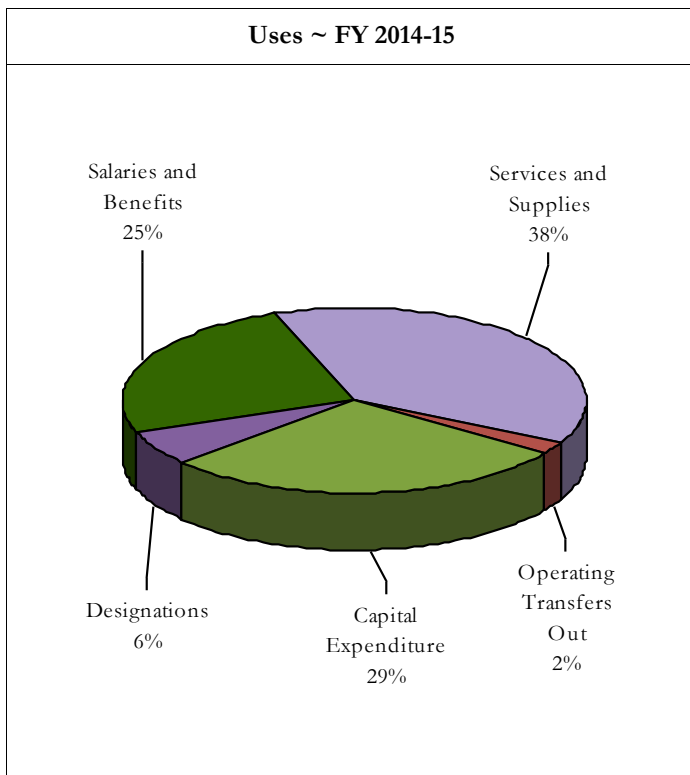
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5100 Passenger Fares	53,435,650	61,117,441	58,636,373
5300 Charges for Services	0	0	0
6010 State Transit Assistance	0	0	0
6021 Proposition 1B	6,921,728	6,583,571	1,297,950
6030 Federal Operating Assistance Grants	59,522,816	70,718,191	61,864,348
6040 Federal Capital Assistance Grants	1,891,773	40,621,231	117,475,000
6052 Cities, TSA and Other Reimb.	784,134	413,749	1,140,513
6055 Gas Tax Exchange	23,000,004	0	0
6100 Property Taxes	13,560,498	11,417,444	12,859,329
6200 Interest Income	1,163,714	2,715,558	3,114,223
6302 Advertising/Rental Income	9,477,464	6,657,637	5,264,773
6502 Transfers to Support Operations	0	0	0
6511 Local Transportation Fund 1/4% Sales Tax	133,456,845	145,013,743	152,324,858
6512 State Transit Assistance	21,717,265	22,086,947	19,770,991
6513 Transfers in from CURE for Stationlink	2,004,827	2,430,116	2,239,000
6514 Measure M2 Fare Stabilization	2,820,445	3,083,901	4,665,431
Subtotal Revenues	\$ 329,757,163	\$ 372,859,529	\$ 440,652,789
Use of Prior Year Designations	28,852,626	34,219,706	23,334,850
Total Sources	\$ 358,609,789	\$ 407,079,235	\$ 463,987,639

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7100 Salaries and Benefits	111,652,369	117,584,565	115,590,076
7300 Purchased Transportation Services	66,351,868	72,557,982	76,821,181
7400 Overhead Allocation	31,076,372	32,085,915	32,640,312
7500 Professional Services	17,052,968	19,733,554	19,693,980
7540 Insurance Claims/Premiums	-9,937	0	0
7600 General and Administrative	5,882,206	14,632,012	13,686,554
7700 Maintenance Parts and Fuel	19,180,536	28,342,895	30,256,512
7800 Contributions to Other Agencies	4,050,506	3,647,304	4,124,207
8111 Interest Expense	-3,880	0	0
8200 Operating Transfers Out	3,999,337	20,470,116	10,025,850
9000 Capital Expenditures	25,367,626	67,304,629	133,124,000
Subtotal Expenses	\$ 284,599,971	\$ 376,358,972	\$ 435,962,672
Designations	74,009,818	30,720,263	28,024,967
Total Uses	\$ 358,609,789	\$ 407,079,235	\$ 463,987,639

Orange County Transit District



Sources	Amount
Passenger Fares	58,636,373
Proposition 1B	1,297,950
Federal Operating Assistance Grants	61,864,348
Federal Capital Assistance Grants	117,475,000
Cities, TSA and Other Reimb.	1,140,513
Property Taxes	12,859,329
Interest Income	3,114,223
Advertising/Rental Income	5,264,773
Local Transportation Fund 1/4% Sale	152,324,858
State Transit Assistance	19,770,991
Transfers in from CURE for Stationli	2,239,000
Measure M2 Fare Stabilization	4,665,431
Use of Prior Year Designations	23,334,850
Total Sources	\$ 463,987,639



Uses	Amount
Salaries and Benefits	\$ 115,590,076
Services and Supplies	177,222,746
Operating Transfers Out	10,025,850
Capital Expenditure	133,124,000
Designations	28,024,967
Total Uses	\$ 463,987,639

State Transit Assistance Fund (STAF) Narrative

The **STAF** was created by the California Legislature in 1979 and has been in existence since 1980. The fund provides a second source of Transportation Development Act (TDA) funding for transportation planning and mass transportation purposes.

Public Transportation Account (PTA) revenues are derived from sales tax on diesel fuel. Fifty percent of all PTA revenues are apportioned to STAF. In FY 2014-15, this is estimated to generate \$373.2 million.

In FY 2014-15 the State Controller estimates they will collect and allocate \$186.6 million of STAF based on the latest

available annual population estimates from the Department of Finance.

In addition, the State Controller estimates they will collect and allocate \$186.6 million of STAF based primarily on qualifying revenues from the prior fiscal year Annual Report of Financial Transactions of Transit Operators and Non-Transit Claimants under TDA.

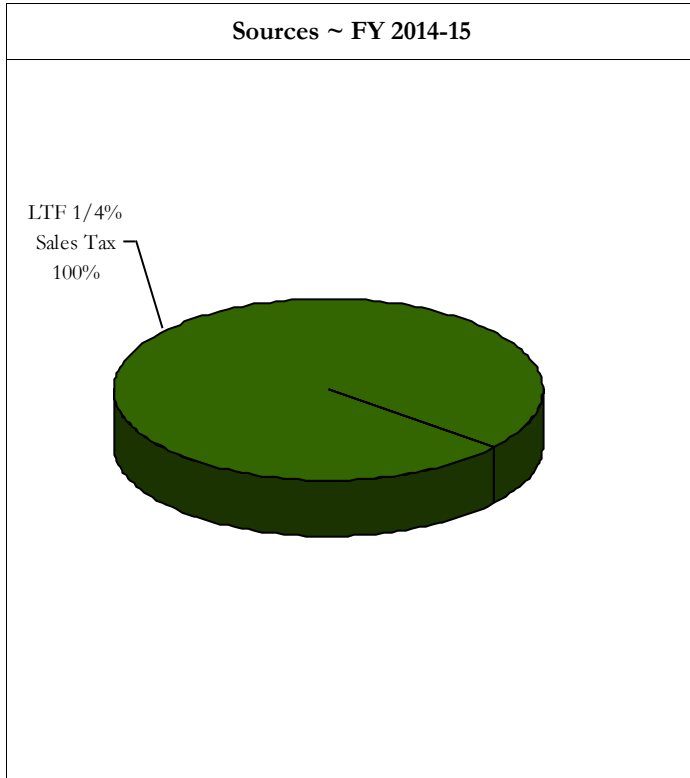
OCTA's allocation of revenues from STAF is estimated at \$19.8 million in FY 2014-15.

State Transit Assistance Fund Sources & Uses

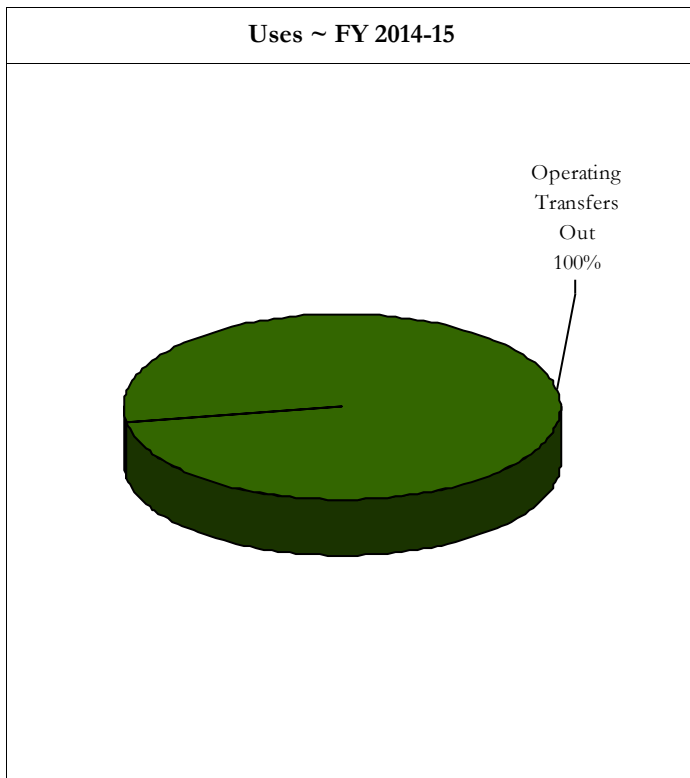
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6104 Local Transportation Fund 1/4% Sales Tax	21,717,265	22,086,947	19,770,991
6200 Interest Income	3,850	0	0
Subtotal Revenues	\$ 21,721,115	\$ 22,086,947	\$ 19,770,991
Use of Prior Year Designations	0	0	0
Total Sources	\$ 21,721,115	\$ 22,086,947	\$ 19,770,991

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7600 General and Administrative	799	0	0
7800 Contributions to Other Agencies	130	0	0
8200 Operating Transfers Out	21,717,265	22,086,947	19,770,991
Subtotal Expenses	\$ 21,718,194	\$ 22,086,947	\$ 19,770,991
Designations	2,921	0	0
Total Uses	\$ 21,721,115	\$ 22,086,947	\$ 19,770,991

State Transit Assistance Fund



Sources	Amount
Local Transportation Fund 1/4% Sale	19,770,991
Total Sources	\$ 19,770,991



Uses	Amount
Operating Transfers Out	19,770,991
Total Uses	\$ 19,770,991

Measure M Fund Group



Measure M Fund Group

Local Transportation Authority (LTA) Measure M1 (M1) Fund Narrative

The **LTA M1** provides funding for transportation improvements in Orange County to keep residents of Orange County moving. In 1990, Orange County voters approved a 20-year program for transportation improvements, funded by a half-cent sales tax. M1 allocates all sales tax revenues to specific Orange County transportation improvement projects in three major areas: freeways, streets and roads, and transit.

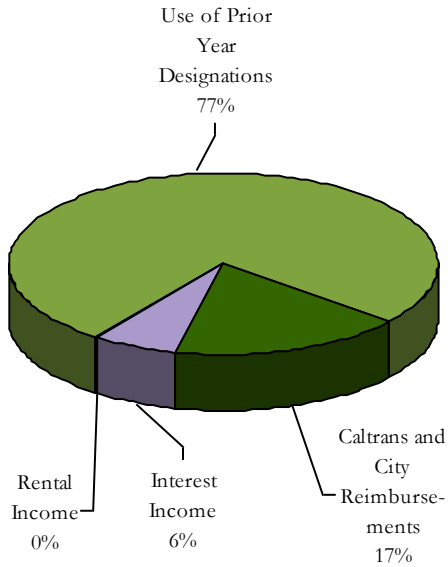
The funding is allocated as follows: 43 percent allocated to improving the freeways, 32 percent to streets and roads (21 percent local roads, and 11 percent to regional streets), and 25 percent to transit. M1 sales tax collections ended on March 31, 2011 and delivered more than \$4 billion worth of transportation improvements. FY 2014-15 expenditures of \$31.6 million represent drawdowns on M1 cash reserve balances.

Local Transportation Authority Measure M1 Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6020 State Assistance	7,950,174	0	0
6030 Federal Operating Assistance Grants	1,012,898	875,000	0
6040 Federal Capital Assistance Grants	2,471,594	0	0
6053 Caltrans and City Reimbursements	13,370,789	8,248,680	5,498,000
6200 Interest Income	1,696,930	3,924,252	2,053,916
6303 Rental Income	257,657	228,990	120,000
6550 Proceeds Sale of Capital Asset	0	0	0
Subtotal Revenues	\$ 26,760,042	\$ 13,276,922	\$ 7,671,916
Use of Prior Year Designations	32,529,595	53,426,050	23,930,974
Total Sources	\$ 59,289,637	\$ 66,702,972	\$ 31,602,890
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	2,264,756	4,643,746	2,616,314
7503 Engineering, Legal and Other Consulting Services	4,322,062	2,929,995	1,436,886
7603 Business Expenses	48,843	25,551	21,722
7803 Construction, Local Fair Share and RCP Grant Su	24,387,519	42,980,000	21,939,968
8203 Rail, Transit and FSP Support	5,419,479	0	0
9003 Construction and Land Acquisition	22,846,978	16,123,680	5,588,000
Subtotal Expenses	\$ 59,289,637	\$ 66,702,972	\$ 31,602,890
Total Uses	\$ 59,289,637	\$ 66,702,972	\$ 31,602,890

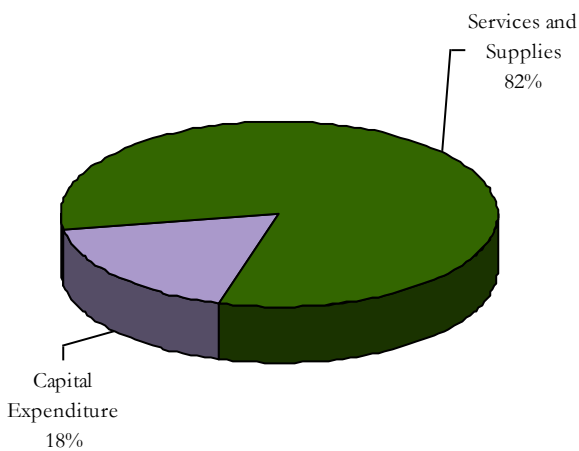
Local Transportation Authority Measure M1

Sources ~ FY 2014-15



Sources	Amount
Caltrans and City Reimbursements	5,498,000
Interest Income	2,053,916
Rental Income	120,000
Use of Prior Year Designations	23,930,974
Total Sources	\$ 31,602,890

Uses ~ FY 2014-15



Uses	Amount
Services and Supplies	26,014,890
Capital Expenditure	5,588,000
Total Uses	\$ 31,602,890

Measure M Fund Group

Local Transportation Authority (LTA) Measure M2 (M2) Fund Narrative

The original Measure M (M1) half-cent local transportation sales tax, approved by Orange County voters in November 1990, ended in April 2011. On November 7, 2006, 69.7 percent of Orange County voters approved the renewal of Measure M, also known as **M2**, for an additional 30 years, beginning in 2011.

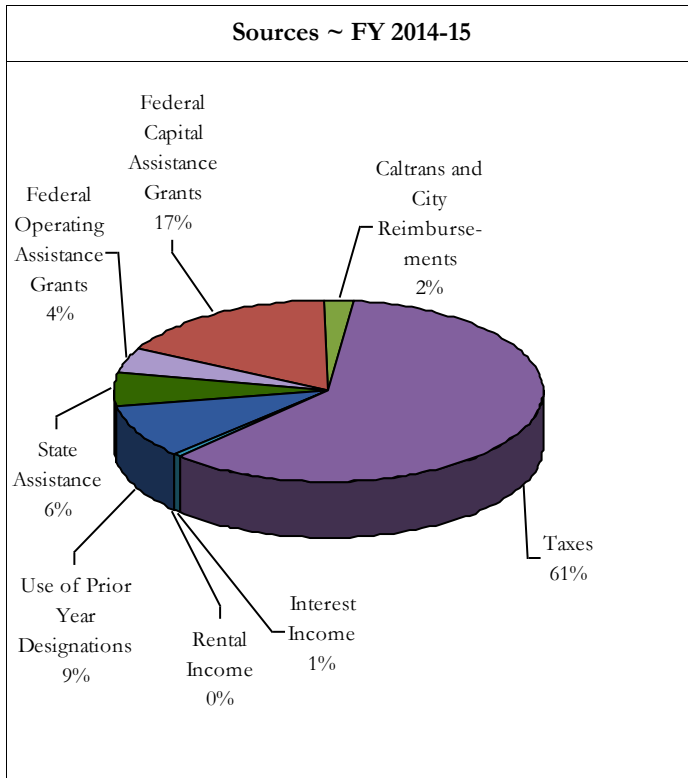
Like M1, 43 percent of the net revenue from M2 will be dedicated to improving Orange County freeways, the largest

portion of the 30-year transportation plan. 32 percent will be used to improve Orange County's more than 6,500 lanes of aging streets and roads. The remaining 25 percent will be allocated to building and improving rail and bus transportation in Orange County (20 percent will be allocated to develop transit extensions for the Metrolink corridor, thereby enhancing the overall transit system and 5 percent for senior citizens and for establishing local bus circulators).

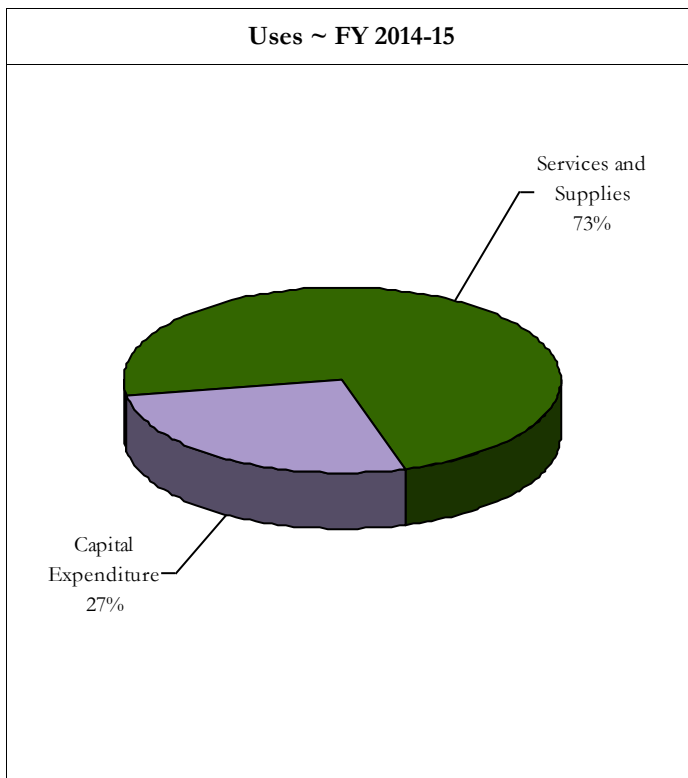
Local Transportation Authority Measure M2 Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5100 Passenger Fares	0	0	0
6010 State Transit Assistance	2,067,616	0	0
6020 State Assistance	38,897,488	76,752,525	31,352,050
6030 Federal Operating Assistance Grants	1,219,383	45,832,798	22,313,940
6040 Federal Capital Assistance Grants	52,379,257	65,988,110	84,959,300
6053 Caltrans and City Reimbursements	2,500,065	2,320,000	11,200,000
6100 Property Taxes	0	0	0
6101 Taxes	264,974,324	283,191,817	301,846,247
6200 Interest Income	947,127	4,197,303	3,183,713
6303 Rental Income	133,709	120,000	100,000
6503 Transfer in for Debt Service	5,420,656	0	0
Subtotal Revenues	\$ 368,539,625	\$ 478,402,553	\$ 454,955,250
Use of Prior Year Designations	0	183,454,471	47,360,113
Total Sources	\$ 368,539,625	\$ 661,857,024	\$ 502,315,363
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	12,510,607	13,306,304	17,723,786
7503 Engineering, Legal and Other Consulting Services	26,983,948	122,133,689	120,687,857
7603 Business Expenses	77,780	168,713	179,291
7803 Construction, Local Fair Share and RCP Grant Su	89,260,218	314,029,827	192,394,551
8111 Interest Expense	126,197	125,000	125,000
8203 Rail, Transit and FSP Support	31,612,624	26,625,204	35,889,878
9003 Construction and Land Acquisition	155,033,277	183,000,000	135,315,000
Subtotal Expenses	\$ 315,604,651	\$ 659,388,737	\$ 502,315,363
Designations	52,934,974	2,468,287	0
Total Uses	\$ 368,539,625	\$ 661,857,024	\$ 502,315,363

Local Transportation Authority Measure M2



Sources	Amount
State Assistance	31,352,050
Federal Operating Assistance Grants	22,313,940
Federal Capital Assistance Grants	84,959,300
Caltrans and City Reimbursements	11,200,000
Taxes	301,846,247
Interest Income	3,183,713
Rental Income	100,000
Use of Prior Year Designations	47,360,113
Total Sources	\$ 502,315,363



Uses	Amount
Services and Supplies	367,000,363
Capital Expenditure	135,315,000
Total Uses	\$ 502,315,363

Measure M Fund Group

Measure M2 (M2) Bond Debt Service Fund Narrative

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. Debt service funds are accounted for on a modified accrual basis of accounting. Interest earnings are recognized

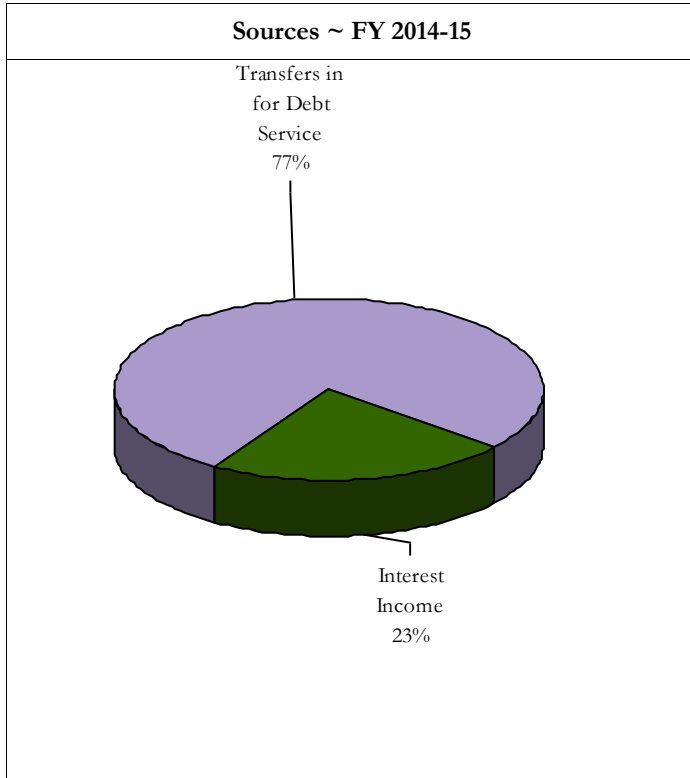
in the debt service fund. This fund will also account for the Federal Government payment to OCTA for a 35 percent subsidy that offsets interest expense for the taxable Build America Bonds.

Measure M2 Bond Debt Service Sources & Uses

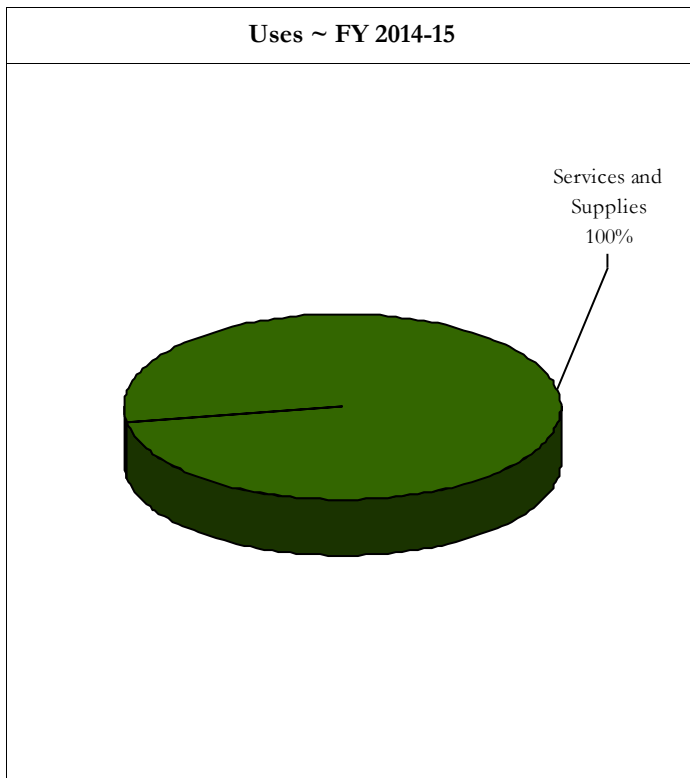
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6200 Interest Income	6,972,950	6,513,993	6,559,064
6503 Transfer in for Debt Service	28,792,179	22,276,845	22,232,774
Subtotal Revenues	\$ 35,765,129	\$ 28,790,838	\$ 28,791,838
Total Sources	\$ 35,765,129	\$ 28,790,838	\$ 28,791,838

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
8111 Interest Expense	22,383,138	22,190,838	21,926,838
8112 Principal Payment On Long Term Debt	6,410,000	6,600,000	6,865,000
Subtotal Expenses	\$ 28,793,138	\$ 28,790,838	\$ 28,791,838
Designations	6,971,991	0	0
Total Uses	\$ 35,765,129	\$ 28,790,838	\$ 28,791,838

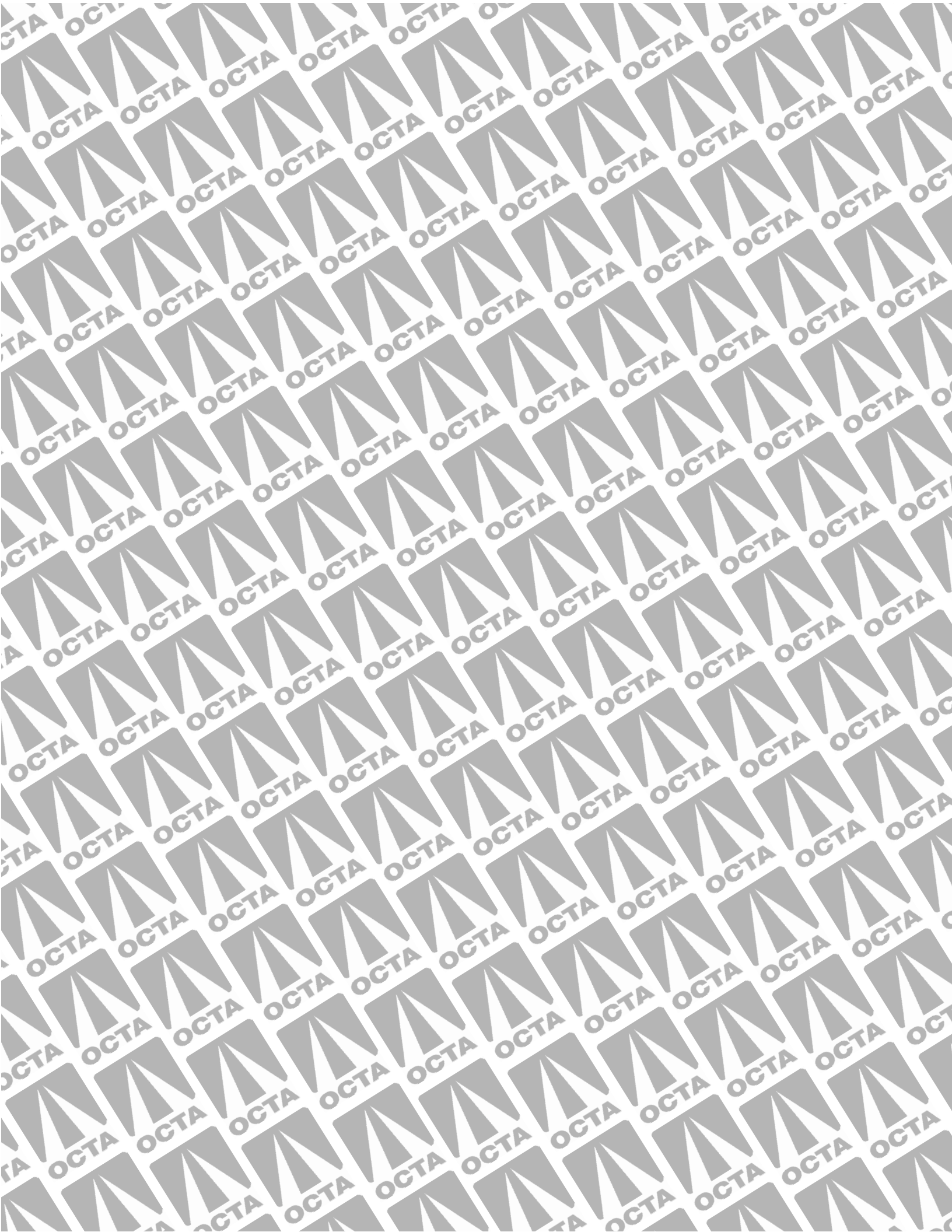
Measure M2 Bond Debt Service



Sources	Amount
Interest Income	6,559,064
Transfer in for Debt Service	22,232,774
Total Sources	\$ 28,791,838



Uses	Amount
Services and Supplies	28,791,838
Total Uses	\$ 28,791,838



Rail Fund Group



Commuter and Urban Rail Endowment (CURE) 1 Fund Narrative

The **CURE 1 Fund** finances the operation of commuter 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 and between the cities of San Bernardino and San Juan Capistrano, on the Inland Empire-Orange County Line. Orange County commuter rail service, part of the regional Metrolink network, is operated by the Southern California Regional Rail Authority (SCRRA), which is a joint powers authority. As one of five member agencies, OCTA Board members participate on the SCRRA Board of Directors. OCTA staff members participate on SCRRA's

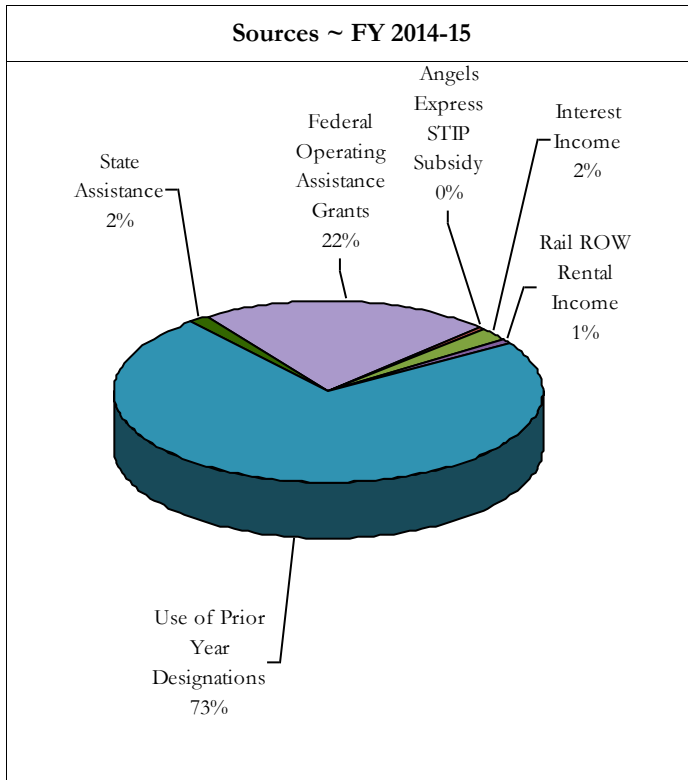
Technical Advisory Committee, which makes policy and operation recommendations to the SCRRA Board. OCTA also coordinates design and construction work along Orange County's rail corridors, and coordinates all rail projects with appropriate OCTA departments, corridor cities, and other agencies impacted by necessary improvements.

The Orange County Line, Inland Empire-Orange County Line, and the 91 Line of the Commuter Rail Program are made possible by funding received from the CURE, M1, and M2, as well as Federal, State and other local sources.

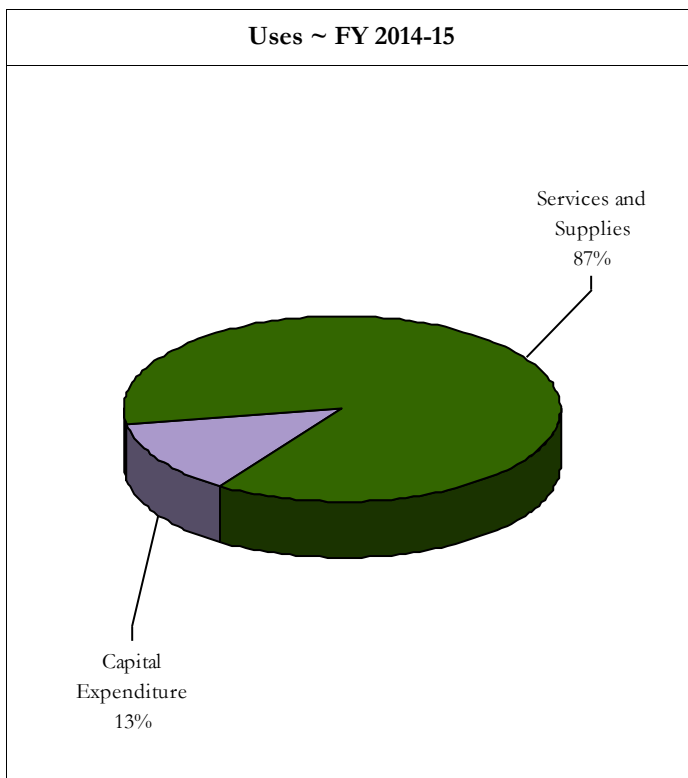
Commuter and Urban Rail Endowment 1 Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6020 State Assistance	264,841	983,000	808,000
6030 Federal Operating Assistance Grants	0	450,000	11,490,292
6040 Federal Capital Assistance Grants	0	2,950,000	0
6054 Angels Express STIP Subsidy	167,665	275,000	208,520
6200 Interest Income	453,137	2,253,682	1,190,753
6304 Rail ROW Rental Income	764,375	630,517	508,611
6500 Operating Transfers In	0	2,430,116	0
6550 Proceeds Sale of Capital Asset	2,661,918	0	0
Subtotal Revenues	\$ 4,311,936	\$ 9,972,315	\$ 14,206,176
Use of Prior Year Designations	36,890,363	34,050,203	37,936,197
Total Sources	\$ 41,202,299	\$ 44,022,518	\$ 52,142,373
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	1,759,034	1,573,164	2,032,089
7504 Metrolink, Engineering & Other	23,187,413	30,252,586	31,665,930
7604 Software and Event Support	276	9,996	13,142
7804 Station Improvements	11,534,020	1,626,800	7,128,874
8204 Stationlink Rail Feeder	3,526,581	6,024,972	4,603,338
9004 Construction and Land Acquisition	1,194,975	4,535,000	6,699,000
Subtotal Expenses	\$ 41,202,299	\$ 44,022,518	\$ 52,142,373
Total Uses	\$ 41,202,299	\$ 44,022,518	\$ 52,142,373

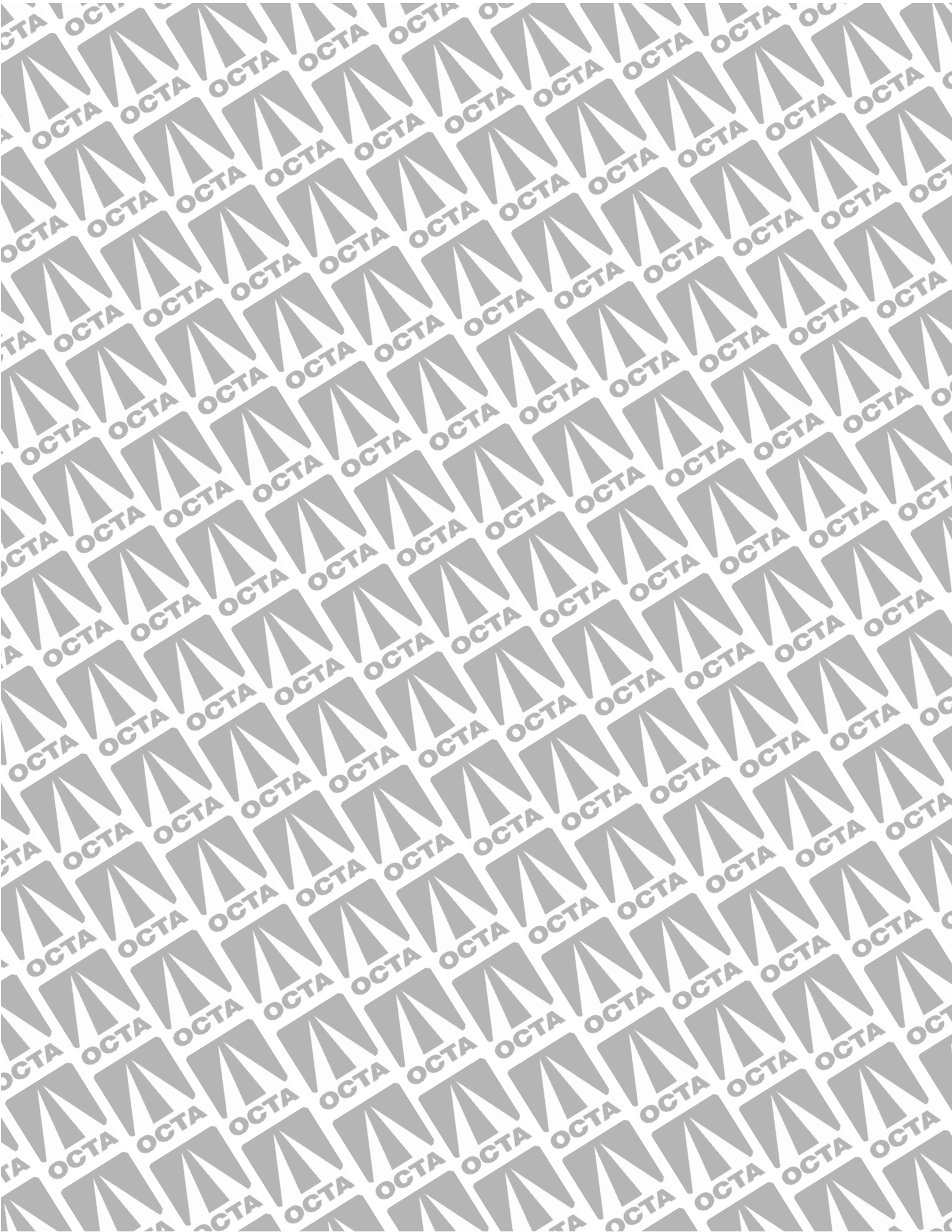
Commuter and Urban Rail Endowment 1



Sources	Amount
State Assistance	808,000
Federal Operating Assistance Grants	11,490,292
Angels Express STIP Subsidy	208,520
Interest Income	1,190,753
Rail ROW Rental Income	508,611
Use of Prior Year Designations	37,936,197
Total Sources	\$ 52,142,373



Uses	Amount
Services and Supplies	45,443,373
Capital Expenditure	6,699,000
Total Uses	\$ 52,142,373



91 Express Lanes Fund Group



91 Express Lanes Fund Group

State Route 91 Toll Road (SR-91) Fund Narrative

The **SR-91 Express Lanes Toll Road** is a four-lane, 10 mile toll road extending from the Orange/Riverside County line west to the SR-55. It was first authorized as one of four public-private toll road projects by the State of California legislature in 1989. Built at a cost of \$135 million, the toll road opened in 1995.

The California Private Transportation Company (CPTC) was the original owner of the 91 Express Lanes. 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 the SR-91 Freeway. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands continued to grow. To mitigate growing concerns over congestion, OCTA acquired the 91 Express

Lanes franchise rights in January 2003 for \$207.5 million.

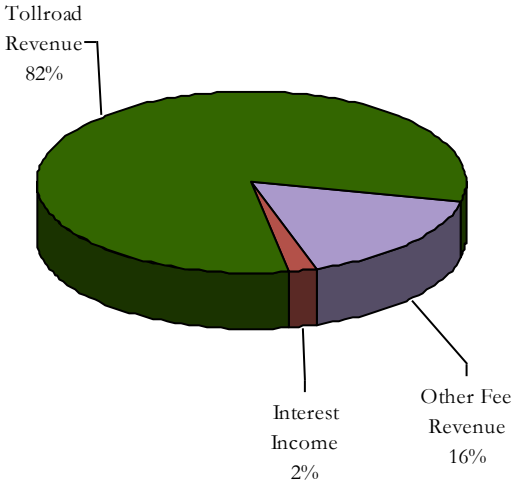
OCTA acquired the 91 Express Lanes franchise rights from CPTC in January 2003 and Assembly Bill (AB) 1010 (Correa) eliminated the non-compete provision, clearing the way for future enhancements that increase capacity and improves traffic flow along the SR-91 corridor. In September 2008, the governor approved Senate Bill (SB) 1316 (Correa) as an update to the provisions of AB 1010, which authorized OCTA to assign its franchise rights, interests and obligations in the Riverside County portion to the Riverside County Transportation Commission (RCTC), thereby allowing RCTC to add two toll lanes and a regular lane in each direction on the SR-91 from the Orange County line to Interstate 15. RCTC's project will extend the 91 Express Lanes by an additional thirteen miles. The bill also authorizes the terms of the franchise to expire no later than December 31, 2065.

State Route 91 Toll Road Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5100 Passenger Fares	0	0	0
5500 Tollroad Revenue	32,653,155	31,255,001	34,514,899
5550 Other Fee Revenue	6,667,365	6,944,321	6,944,175
6030 Federal Operating Assistance Grants	0	0	0
6200 Interest Income	1,509,998	1,236,202	1,002,400
6300 Other Non-operating Revenue	21,369	0	0
Subtotal Revenues	\$ 40,851,887	\$ 39,435,524	\$ 42,461,474
Total Sources	\$ 40,851,887	\$ 39,435,524	\$ 42,461,474
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7305 Tollroad Management Contract	7,504,956	8,000,000	8,310,000
7400 Overhead Allocation	2,167,631	2,166,546	2,504,112
7505 Engineering and Other Technical Support	2,474,767	6,261,723	6,583,524
7540 Insurance Claims/Premiums	489,427	750,000	750,000
7605 Leases & Other Office Expenses	508,628	563,461	699,078
7805 Travel & Other Business Expenses	38,777	161,335	19,000
8111 Interest Expense	5,773,239	7,235,987	5,897,100
8200 Operating Transfers Out	1,177	0	0
9005 Cameras, Hardware and Transponders	393,139	819,000	1,975,000
Subtotal Expenses	\$ 19,351,741	\$ 25,958,052	\$ 26,737,814
Designations	21,500,146	13,477,472	15,723,660
Total Uses	\$ 40,851,887	\$ 39,435,524	\$ 42,461,474

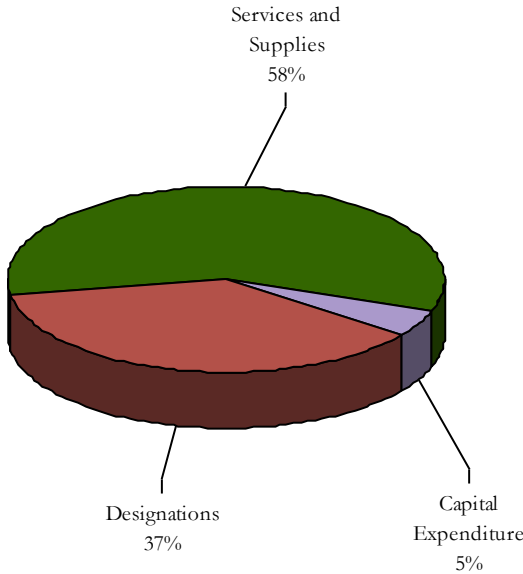
State Route 91 Toll Road

Sources ~ FY 2014-15

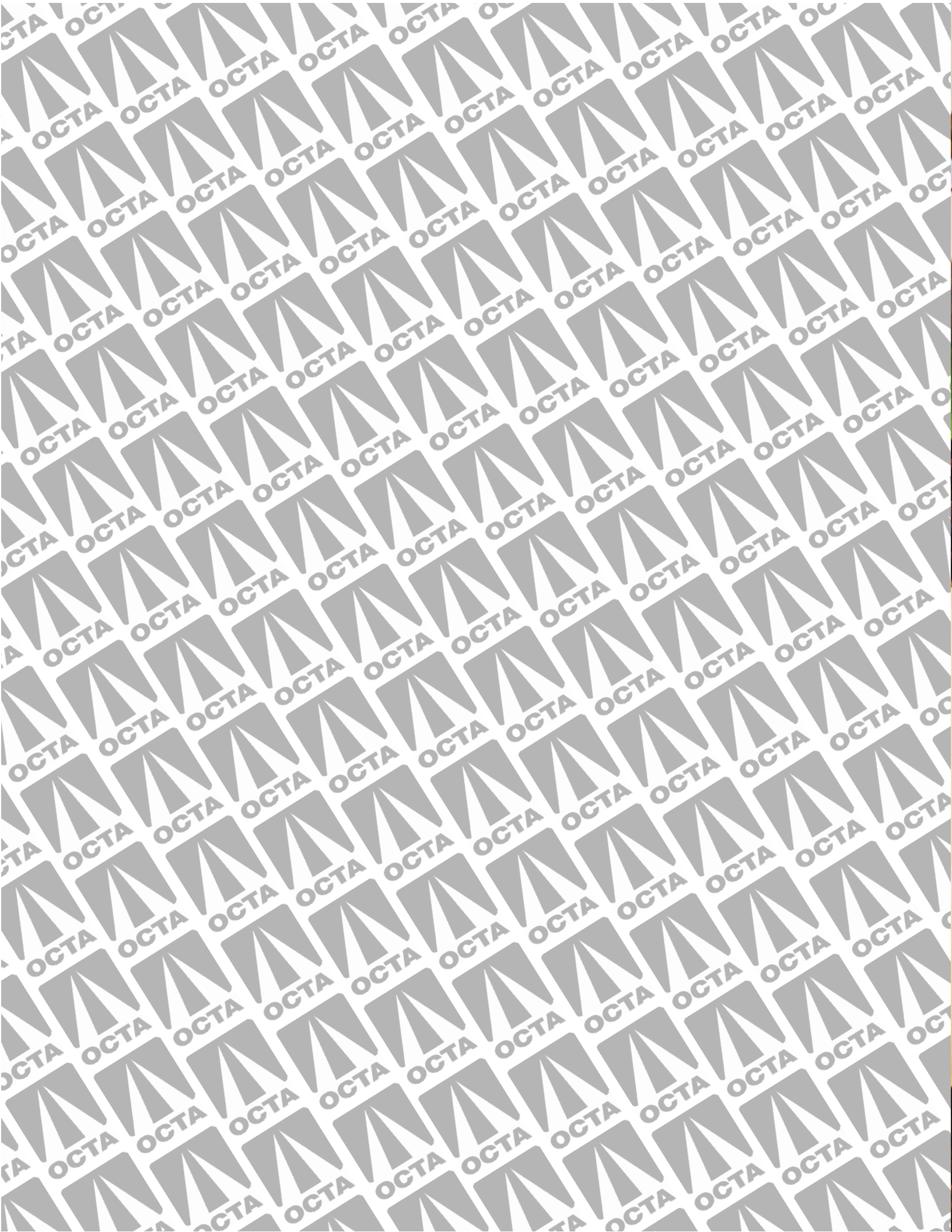


Sources	Amount
Tollroad Revenue	34,514,899
Other Fee Revenue	6,944,175
Interest Income	1,002,400
Total Sources	\$ 42,461,474

Uses ~ FY 2014-15



Uses	Amount
Services and Supplies	24,762,814
Capital Expenditure	1,975,000
Designations	15,723,660
Total Uses	\$ 42,461,474





Motorist and Taxi Services Fund Group

Motorist & Taxi Services Fund Group

Orange County Taxicab Administration Program (OCTAP) Fund Narrative

The **OCTAP** supports the administrative functions of the OCTAP program itself. Although all OCTAP revenues are recorded at the fund level, expenses are recorded in the department in which the activity occurs. To capture all revenue and expenses associated with the OCTAP, all department charges to the OCTAP Fund need to be consolidated. After being consolidated, the OCTAP Fund is balanced and presented.

Beginning with FY 2000-01, an Enterprise Fund (Fund 34) was created in which all revenues and expenses associated with the operations of the OCTAP program were captured. In this way, the OCTAP program is to be operated as a business, meaning that program related expenses are covered by program generated revenues. Revenue includes: company permits, taxi and driver permits, administrative fines, and interest earnings.

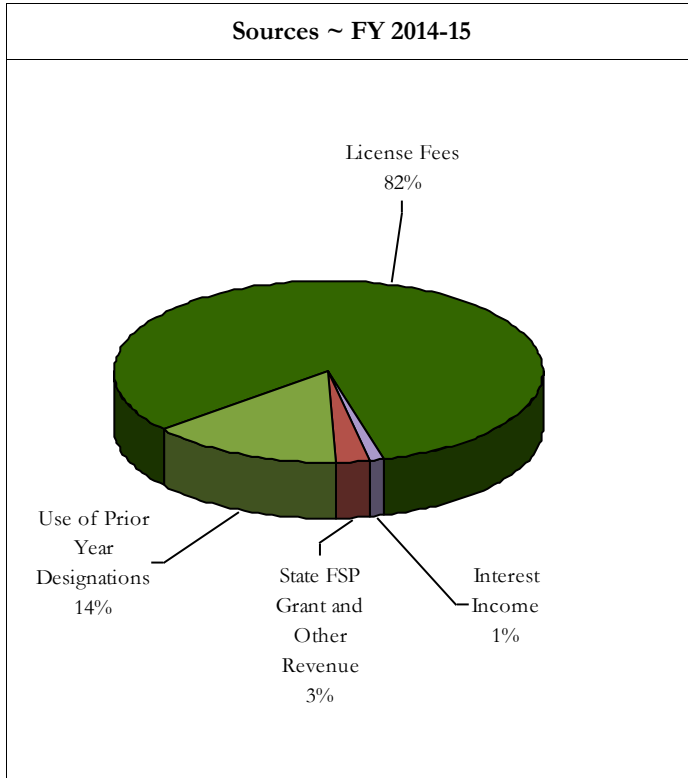
The OCTAP staff is responsible for the management and administration of a countywide taxicab regulatory program. OCTAP staff is responsible for coordinating with the thirty-four participating cities and the County of Orange to ensure taxi transportation is in compliance with meeting OCTAP regulations. They also conduct background checks of drivers, inspect vehicles, issue permits, and confirm vehicle insurance requirements. The OCTAP program provides a centralized approach to taxicab regulation that has relieved the individual cities, as well as the county of administrative burden, therefore, eliminating duplication among the jurisdictions. It also provides a single point of contact for the cab companies and drivers resulting in significant financial savings. Rigorously monitored vehicles, combined with stricter regulations on companies and drivers, have provided both local residents and visitors with improved public transportation and safety.

Orange County Taxi Administration Program Sources & Uses

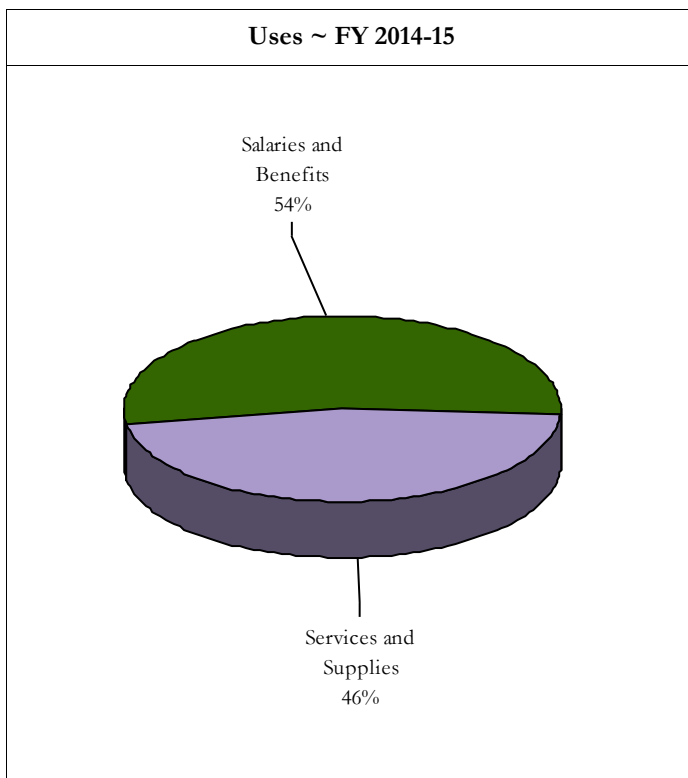
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5300 Charges for Services	0	0	0
6110 License Fees	833,411	732,992	763,251
6200 Interest Income	6,039	9,792	10,439
6306 State FSP Grant and Other Revenue	2,800	2,048	24,000
Subtotal Revenues	\$ 842,250	\$ 744,832	\$ 797,690
Use of Prior Year Designations	0	0	134,323
Total Sources	\$ 842,250	\$ 744,832	\$ 932,013

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7100 Salaries and Benefits	361,808	400,487	499,633
7400 Overhead Allocation	234,809	159,586	271,258
7506 FSP Program and Other Services	94,876	104,298	104,860
7606 Office and Other Supplies	21,005	37,403	50,162
7806 FSP Providers' Hardware and Training	2,114	5,592	6,100
Subtotal Expenses	\$ 714,612	\$ 707,366	\$ 932,013
Designations	127,638	37,466	0
Total Uses	\$ 842,250	\$ 744,832	\$ 932,013

Orange County Taxi Administration Program



Sources	Amount
License Fees	763,251
Interest Income	10,439
State FSP Grant and Other Revenue	24,000
Use of Prior Year Designations	134,323
Total Sources	\$ 932,013



Uses	Amount
Salaries and Benefits	\$ 499,633
Services and Supplies	432,380
Total Uses	\$ 932,013

Motorist & Taxi Services Fund Group

Service Authority for Abandoned Vehicles (SAAV) Fund Narrative

The **SAAV Fund** finances the removal of abandoned vehicles throughout Orange County. Thirty-four cities and the County of Orange are eligible to participate in the program to abate abandoned vehicles from public and private property. The operation of the SAAV program is made possible through Senate Bill 106 (Chapter 175, Statutes of 2001), which extends the program in 10-year increments, providing a \$1 per year assessment through motor vehicle registration.

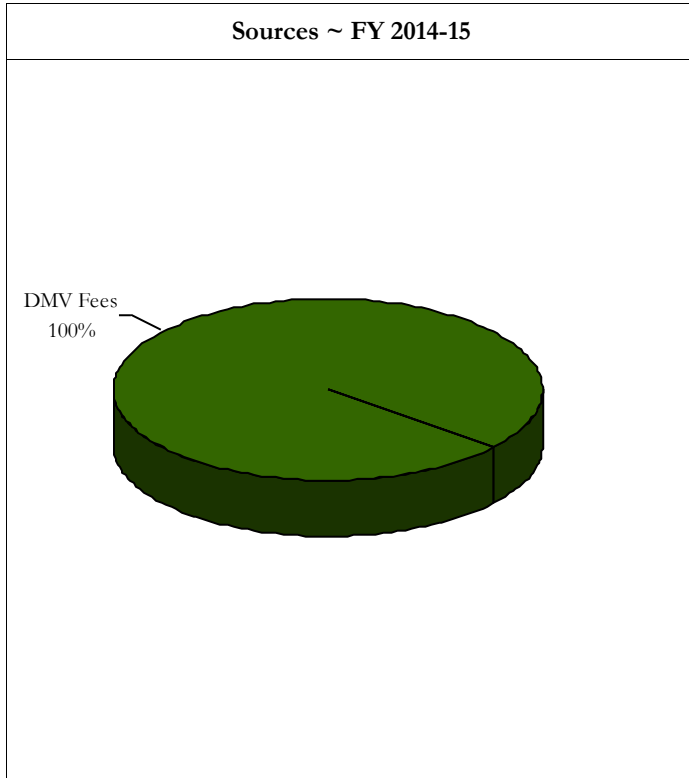
Annual program costs are limited to the amount of revenue collected from vehicle registration fees and any interest earned. The SAAV program has removed hundreds of thousands of vehicles from local Orange County streets and roads over the 20 year life of the program. The SAAV program was scheduled to sunset in 2012, but will continue to see activity until all of the program reserves are distributed.

Service Authority for Abandoned Vehicles Sources & Uses

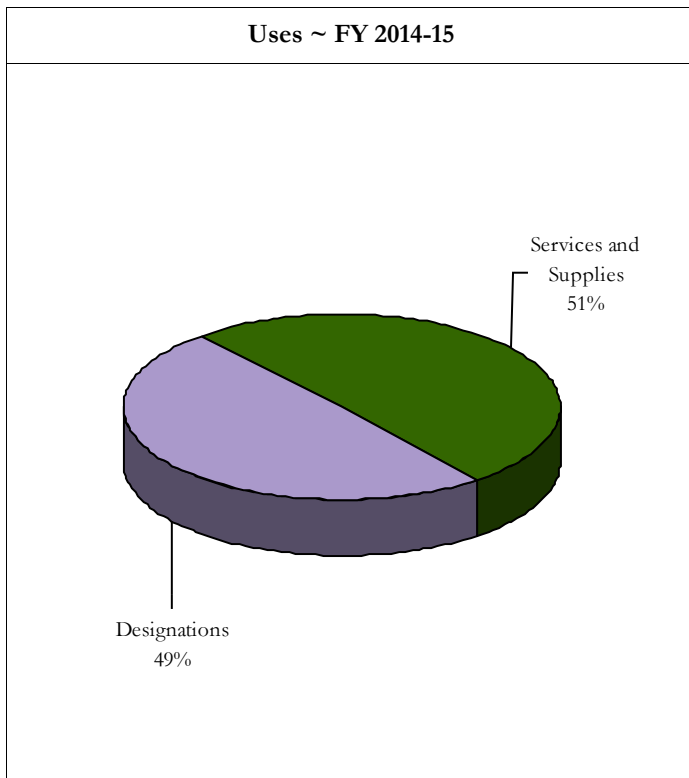
Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6103 DMV Fees	11,466	10,000	10,000
6200 Interest Income	406	0	0
Subtotal Revenues	\$ 11,872	\$ 10,000	\$ 10,000
Use of Prior Year Designations	749,022	0	0
Total Sources	\$ 760,894	\$ 10,000	\$ 10,000

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7506 FSP Program and Other Services	89,543	5,545	5,057
7606 Office and Other Supplies	25	26	1
7806 FSP Providers' Hardware and Training	670,753	0	0
8200 Operating Transfers Out	573	0	0
9006 Computer Hardware	0	0	0
Subtotal Expenses	\$ 760,894	\$ 5,571	\$ 5,058
Designations	0	4,429	4,942
Total Uses	\$ 760,894	\$ 10,000	\$ 10,000

Service Authority for Abandoned Vehicles



Sources	Amount
DMV Fees	10,000
Total Sources	\$ 10,000



Uses	Amount
Services and Supplies	5,058
Designations	4,942
Total Uses	\$ 10,000

Motorist & Taxi Services Fund Group

Service Authority for Freeway Emergencies (SAFE) Fund Narrative

The **SAFE** program administers the freeway call box system that assists motorists requiring roadside aid. The call boxes offer a direct link between stranded motorists and assistance. The call answering center can assist the stranded motorist by calling a friend or family member, an auto club, or the California Highway Patrol in case of an accident or if a tow is needed. If a call is received during peak commute hours, the call center will dispatch the Freeway Service Patrol (FSP) to help. SAFE is responsible for the maintenance and operation of a current network of 637 call boxes.

SAFE is also a partner in the operation of the FSP in Orange County. The FSP service is operated jointly by the California Highway Patrol (CHP), Caltrans, and OCTA. The service includes a fleet of 34 tow trucks patrolling freeways during peak commuting hours to assist stranded motorists and improve traffic flow. As congestion has increased, FSP service has expanded and includes limited mid-day service at major freeway interchanges and weekend service on Interstate 5 in south Orange County.

SAFE has also partnered with the Los Angeles County SAFE, Caltrans, CHP, and Ventura County Transportation Commission in the development of a motorist aid and traffic information system known as 511. This system offers an interactive voice response telephone feature that can provide callers with traffic speeds and travel times on state highways, help callers plan a public transit trip, or provide information on commuter services such as carpool/vanpool, bicycling, and park and ride. The Go511.com website provides a number of features including a traffic map, transit trip planning, carpool and vanpool information, as well as information on bicycling, airports, and taxis.

The SAFE program is funded through a \$1 per year fee collected from motor vehicle registration within the county as authorized by California Streets and Highways Code section 2555. Additionally, SAFE receives funding from the State Highway Account through Caltrans for FSP operations. In addition, as of April 2011, M2 also provides funding for FSP operations.

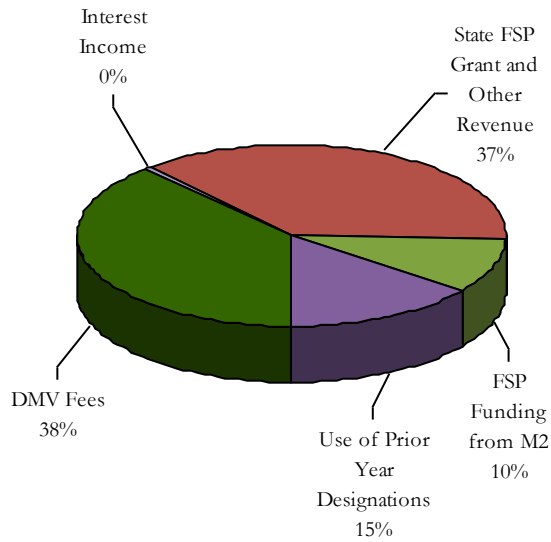
Service Authority for Freeway Emergencies Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
5100 Passenger Fares	0	0	0
6050 Reimbursement from Other Agencies	57,192	0	0
6103 DMV Fees	2,576,094	2,459,581	2,644,190
6200 Interest Income	25,832	105,852	34,640
6306 State FSP Grant and Other Revenue	2,640,717	2,652,075	2,556,159
6506 FSP Funding from M2	0	1,264,458	687,673
Subtotal Revenues	\$ 5,299,835	\$ 6,481,966	\$ 5,922,662
Use of Prior Year Designations	1,310,430	514,191	1,013,180
Total Sources	\$ 6,610,265	\$ 6,996,157	\$ 6,935,842

Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	772,144	598,475	892,004
7506 FSP Program and Other Services	5,147,262	6,298,762	5,911,082
7606 Office and Other Supplies	43,757	92,420	108,956
7806 FSP Providers' Hardware and Training	39,251	6,500	23,800
9006 Computer Hardware	607,851	0	0
Subtotal Expenses	\$ 6,610,265	\$ 6,996,157	\$ 6,935,842
Designations	0	0	0
Total Uses	\$ 6,610,265	\$ 6,996,157	\$ 6,935,842

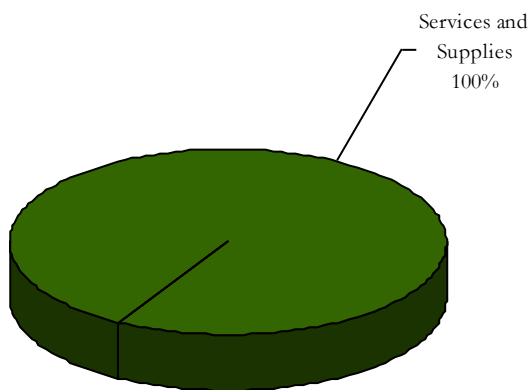
Service Authority for Freeway Emergencies

Sources ~ FY 2014-15

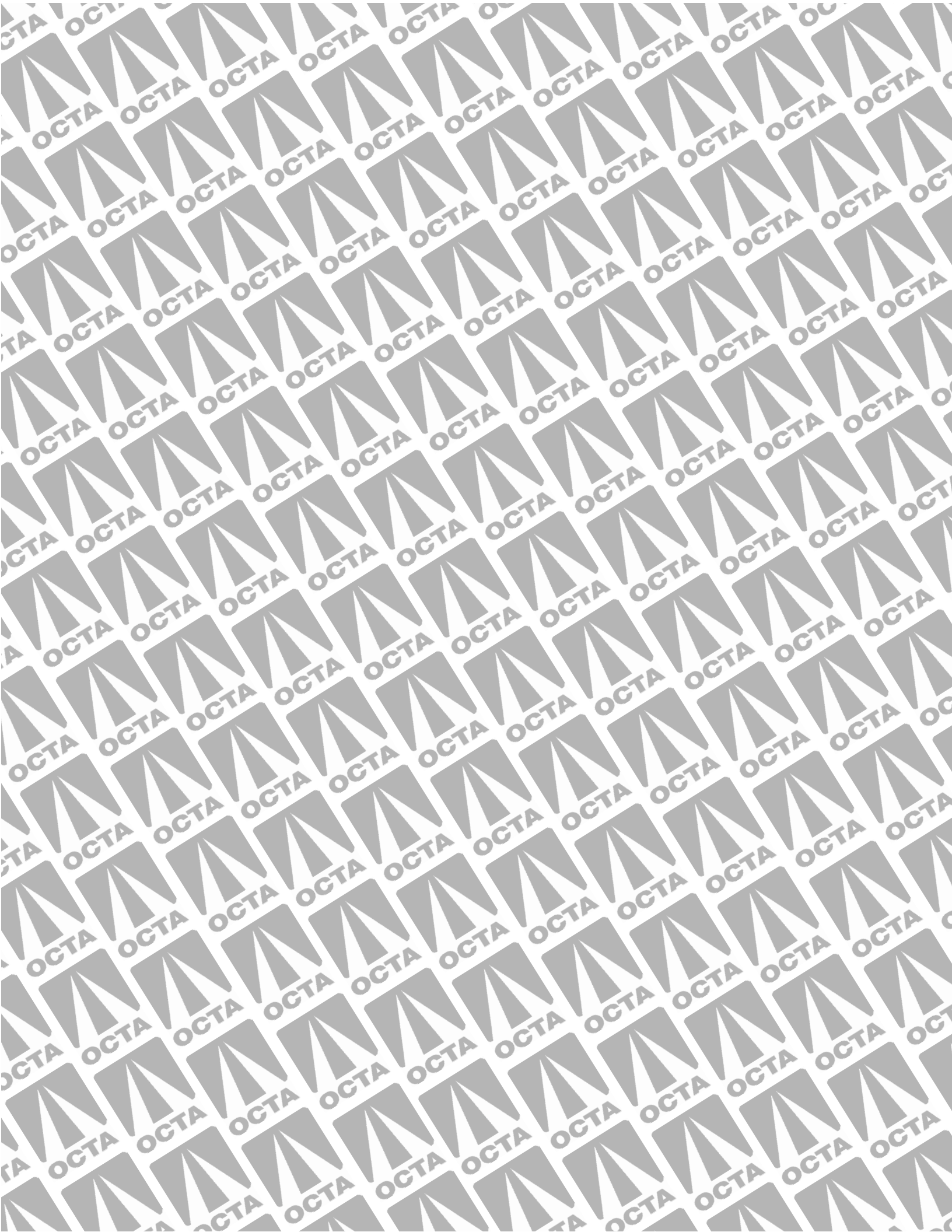


Sources	Amount
DMV Fees	2,644,190
Interest Income	34,640
State FSP Grant and Other Revenue	2,556,159
FSP Funding from M2	687,673
Use of Prior Year Designations	1,013,180
Total Sources	\$ 6,935,842

Uses ~ FY 2014-15



Uses	Amount
Services and Supplies	6,935,842
Total Uses	\$ 6,935,842



Capital Project Fund Group



Capital Projects Fund Group

Orange County Unified Transportation Trust (OCUTT) Fund Narrative

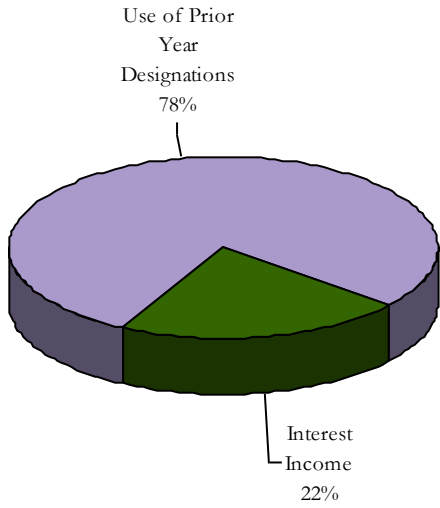
The **OCUTT** accumulates interest earned on Transit Development Capital Projects Fund. In 2004, OCUTT funds were earmarked by the OCTA Board of Directors for project readiness activities managed by the Planning Division.

Orange County Unified Transportation Trust Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
6200 Interest Income	109,651	216,755	69,262
Subtotal Revenues	\$ 109,651	\$ 216,755	\$ 69,262
Use of Prior Year Designations	336,149	800,000	250,000
Total Sources	\$ 445,800	\$ 1,016,755	\$ 319,262
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	0	0	0
7507 Investment Fee	20,049	5,940	7,256
7607 Software	0	313	364
8207 HOV Access Conversion	336,149	800,000	250,000
9000 Capital Expenditures	0	0	0
Subtotal Expenses	\$ 356,198	\$ 806,253	\$ 257,620
Designations	89,602	210,502	61,642
Total Uses	\$ 445,800	\$ 1,016,755	\$ 319,262

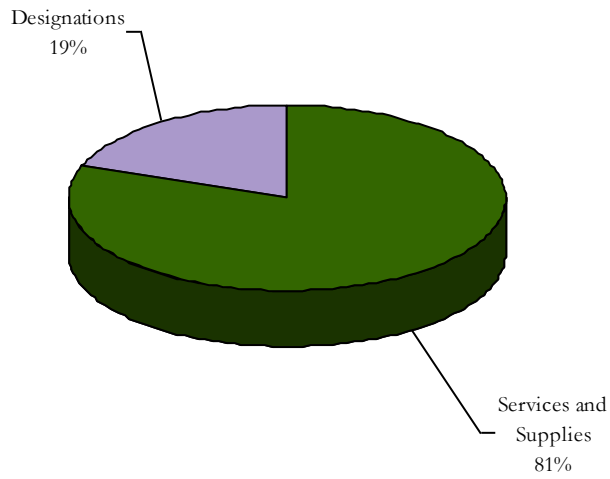
Orange County Unified Transportation Trust

Sources ~ FY 2014-15



Sources	Amount
Interest Income	69,262
Use of Prior Year Designations	250,000
Total Sources	\$ 319,262

Uses ~ FY 2014-15



Uses	Amount
Services and Supplies	257,620
Designations	61,642
Total Uses	\$ 319,262

Capital Projects Fund Group

Transit Development Capital Projects Fund Narrative

The **Transit Development Capital Projects Fund** was established to track capital projects administered by the OCTA. This fund has helped to deliver projects such as the Americans with Disabilities Act (ADA) Bus Stop modi-

fications project. These bus stop improvements were aimed to make all bus stops ADA accessible for our passengers. There was no activity within this fund in FY 2013-14, nor is activity planned for FY 2014-15.

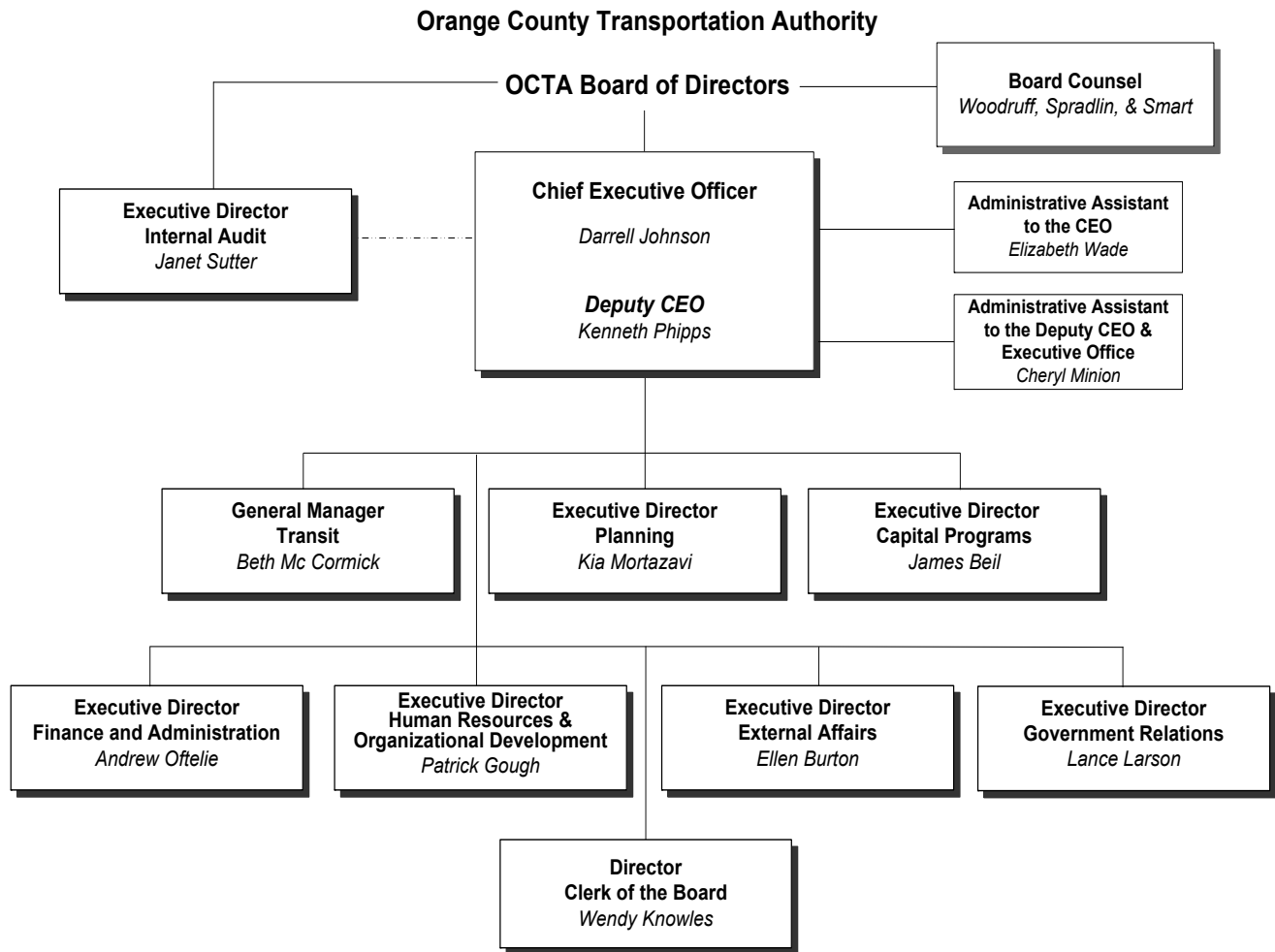
Transit Development Capital Project Sources & Uses

Sources Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Use of Prior Year Designations	9,624	0	0
Total Sources	\$ 9,624	\$ 0	\$ 0
Uses Summary			
Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
7400 Overhead Allocation	9,624	0	0
Subtotal Expenses	\$ 9,624	\$ 0	\$ 0
Total Uses	\$ 9,624	\$ 0	\$ 0



Executive Office

Division Organizational Chart



Division Overview

The Executive Office Division is comprised of three departments. The division is responsible for providing management direction to all divisions, accurately recording and preserving the OCTA's official and historical records, and the examination and evaluation of financial, administrative, and operational activities and controls.

Organization

The **Chief Executive Officer** (CEO) is responsible for providing management direction to all divisions and programs within OCTA and 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.

The **Clerk of the Board** is in charge of accurately recording and preserving the OCTA's official and historical records and making them available to the public upon request. This department is responsible for the entire Board and Committee agenda processes, including preparation and distribution of agendas, ensuring public meetings are held in compliance with California open meeting laws, recording actions taken by the Board of Directors and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions. This department is responsible for Board Members' compensation and travel and provides direct meeting and administrative support to the Board of Directors. This department also receives and processes all legal documents served upon OCTA, as well as collect and process the annual Statement of Economic Interests annual filing.

As the Managing Agency for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency's Board of Directors, the OCTA's Clerk of the Board's office is responsible for certain administrative duties related to agenda preparation and distribution, conducting public meetings, and ensuring those meetings are held in compliance with California open meeting laws. This department is also responsible for maintaining comprehensive records and minutes for LOSSAN Board meetings as well as the responsibility for other LOSSAN Board related activities similar to those performed for the OCTA Board and its meetings.

The **Internal Audit Department** is responsible for examining and evaluating financial, administrative, and operational activities and controls of OCTA, supplying management personnel at all levels with information to assist in their

control of the assets and operations for which they have a fiduciary responsibility.

The department provides a wide range of auditing services including oversight of the annual independent financial audit, performing operational audits, contract compliance 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. State and Federal Triennial reviews are also coordinated by the department.

Accomplishments Fiscal Year 2013-14

- A plan to expand and upgrade the SR-91 Improvement Project in Riverside County received \$421 million in TIFIA loan.
- The LOSSAN Board selected OCTA to serve as the local managing agency to consolidate rail service along the LOSSAN corridor on August 23, 2013. An administrative services agreement detailing the terms was finalized with the LOSSAN Board of Directors.
- Pursued sponsor legislation to allow for the design-build procurement method for the I-405 Improvement Project. On 2/15/13, AB 401 was introduced by Assembly Member Tom Daly (D-Anaheim). AB 401 passed through both the State Assembly and State Senate, before being signed by California Governor Jerry Brown in Q3, 2013.
- The OCTA project outreach teams conducted over 300 various outreach events with Orange County residents to discuss specific improvement projects including: OC Bridges, SR-91, I-405, and South County I-5 Project.
- OCTA brought back the Orange County Fair Express bus service, providing a non-stop weekend bus service from nine locations to the Fair and offered fare-free bus service on New Year's Eve to passengers. OCTA, Metrolink, and the Anaheim Ducks brought back the Anaheim Ducks Express for 2013. The Ducks Express is a round-trip train service to Anaheim offered at all Orange County stations south of Anaheim for weeknight home games. Additionally, the annual Angels Express Train that takes fans to and from Angels' games was back again during the baseball season.
- In August 2013, OCTA refinanced the 91 Express Lanes 2003 Toll Road Revenue Refunding Bonds to take advantage of lower interest rates.
- On September 23, 2013, the M2 Environmental Cleanup Program, the Board approved \$2.8 million for projects that will improve water quality in the county.

Accomplishments Fiscal Year FY 2013-14 (continued)

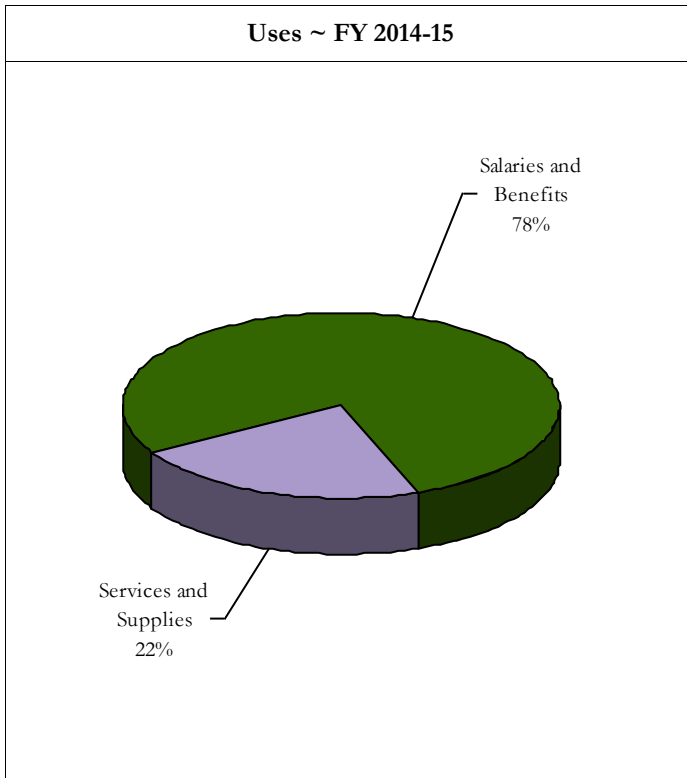
- Assist the Audit Subcommittee of the Taxpayer's Oversight Committee by coordinating and providing results of annual Measure M1 and M2 reviews and selected city reviews.

Goals Fiscal Year 2014-15

- Advance delivery of M2020 program by delivering freeway improvements and optimizing the street system. Break ground on I-5 Improvement Projects, complete the Sand Canyon grade separation project and complete two Orange County grade separation projects, Kramer Boulevard and Placentia Avenue.
- Optimize existing transportation systems. Complete installation of the Intelligent Management Transportation system, conduct a Harbor Boulevard Transit Corridor study, complete the Long-range Transportation Plan, and continue to serve as the managing agency for the new Los Angeles-San Diego-San Luis Obispo Joint Powers Authority.
- Preserve and enhance the public trust. Develop an approach to the ten year review of Measure M, continue to support capital projects through extensive outreach programs, initiate customer satisfaction surveys, and adopt the 2014-2019 OCTA Strategic Plan.
- Create services to meet community and customer needs. Expand and maintain rail infrastructure, develop regional Metrolink special events service concepts, and continue advancement of the proposed fixed-guideway projects.
- Modernize access to transportation information. Launch the real time bus locator smartphone application, demonstrate the new mobile optimized OCTA website, and begin Fare Collection Pilots demonstrations.
- Safeguard public investments in transportation. Participate in the Federal Triennial review, publish the Comprehensive Business Plan, develop a response to the Measure M2 Readiness Assessment, pursue Measure M1 and M2 annual compliance findings, adopt a balanced budget for fiscal year 2015-2016, and continue implementing pension reform.
- Ensure a fiscally sustainable transit system. Continue implementing the Transit System Study pilot program, progress the M2 Safe Stops program, award a Same-Day Taxi service contract, support Metrolink oversight measures, and work with member agencies to enhance Metrolink service levels.
- Deliver on the promises of Measure M. Release the Natural Community Conservation/Habitat Conservation Plan.
- Promote environmentally friendly initiatives. Progress

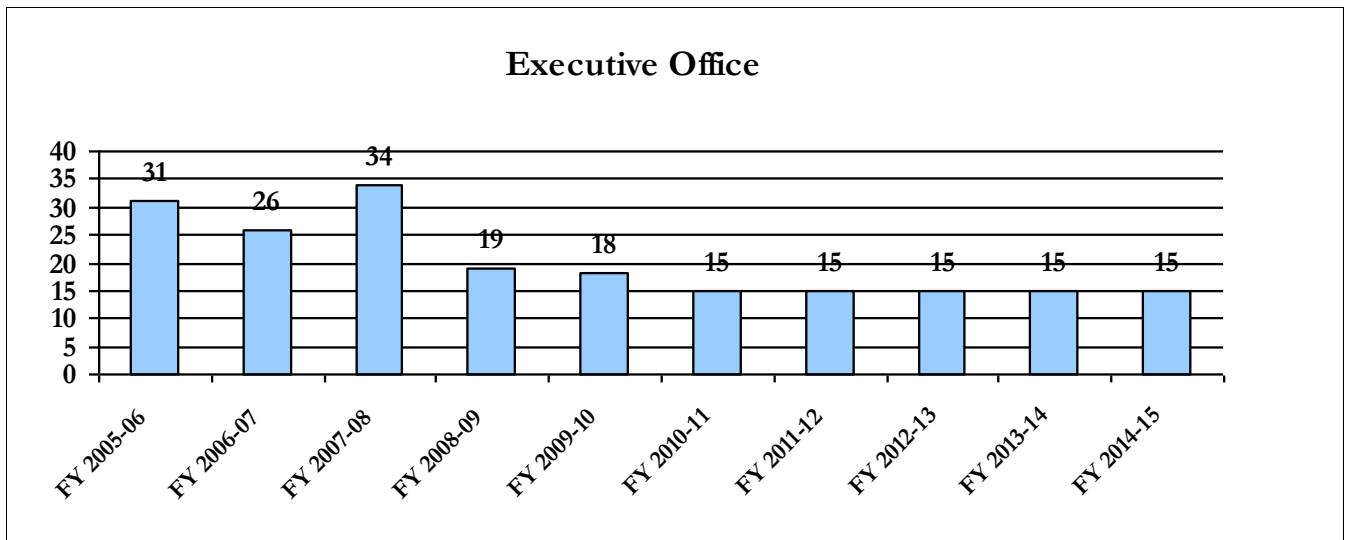
- OCTA's Environmental Sustainability Plan, and launch the Environmental Sustainability Commitment Website.
- Expand regional bicycle programs. Continue to progress the regional Bikeways Strategy, seek funding for the Bicycle Corridor Improvement Program, and launch the Bike Share pilot program.
- Demonstrate a safety conscious culture. Implement the Industrial Hygiene Plan, and develop wellness programs in accordance with the Annual Health Risk Report.
- Leverage technology to improve business operations. Initiate internal discussions to select a records management software for an enterprise-wide solution system and upgrade the HASTUS bus scheduling software.
- Obtain Board approval of the Annual Internal Audit Plan for the Fiscal Year 2014-15 in August 2014 and implement the plan, providing quarterly updates of progress and activities.
- Assist the Audit Subcommittee of the Taxpayer's Oversight Committee by coordinating and providing results of annual Measure M1 and M2 reviews and selected city reviews.

Executive Office



Uses	Amount
Salaries and Benefits	\$ 2,945,485
Services and Supplies	849,633
Total Uses	\$ 3,795,118

Staffing Plan



Executive Office

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Executive Office - CEO	5	5	5
Internal Audit	6	6	6
Clerk of the Board	4	4	4
Total Executive Office	15	15	15

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Office - CEO</u>			
Administrative Assistant	2	2	2
Chief Executive Officer	1	1	1
Deputy Executive Officer	1	1	1
Office Specialist	1	1	1
Subtotal Executive Office - CEO	5	5	5
<u>Internal Audit</u>			
Administrative Assistant	1	1	1
Executive Director	1	1	1
Internal Auditor	3	3	3
Section Manager	0	1	1
Section Manager, Senior	1	0	0
Subtotal Internal Audit	6	6	6
<u>Clerk of the Board</u>			
Administrative Specialist	2	2	2
Assistant Clerk of the Board	1	1	0
Director	1	1	1
Section Manager	0	0	1
Subtotal Clerk of the Board	4	4	4
Total Executive Office	15	15	15

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,340,058	1,374,558	1,491,301
7150 Extra Help Employees	87,100	105,500	93,500
7209 Deferred Compensation	52,289	61,709	84,316
7210 Pensions	468,625	522,271	558,552
7220 Insurances	45,426	45,274	43,633
7240 Health Care	258,858	222,181	219,931
7260 Compensated Absences	172,996	248,828	205,404
7270 Workers' Compensation	36,435	41,310	37,339
7280 Other Benefits	119,132	184,814	211,509
Subtotal Salaries and Benefits	\$ 2,580,919	\$ 2,806,445	\$ 2,945,485
<u>Services and Supplies</u>			
7510 Professional Services	298,741	392,035	401,355
7610 Outside Services	45,909	24,700	31,600
7640 Utilities	27,940	0	0
7650 Travel, Training, and Mileage	62,990	98,856	106,754
7660 Office Expense	9,232	41,058	11,048
7670 Miscellaneous Expense	278,129	323,165	298,876
7830 Contributions to Other Agencies	3,908	0	0
Subtotal Services and Supplies	\$ 726,849	\$ 879,814	\$ 849,633
Total Uses	\$ 3,307,768	\$ 3,686,259	\$ 3,795,118

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
117 Executive Office - CEO	1,047,486	1,173,896	1,188,750
500 Internal Audit	895,316	955,113	1,018,136
802 Clerk of the Board	638,117	677,436	738,599
Subtotal Salaries and Benefits	\$ 2,580,919	\$ 2,806,445	\$ 2,945,485
<u>Services and Supplies</u>			
117 Executive Office - CEO	447,844	347,407	327,930
500 Internal Audit	219,661	435,802	416,954
802 Clerk of the Board	59,344	96,605	104,749
Subtotal Services and Supplies	\$ 726,849	\$ 879,814	\$ 849,633
Total Expenses	\$ 3,307,768	\$ 3,686,259	\$ 3,795,118

Executive Office

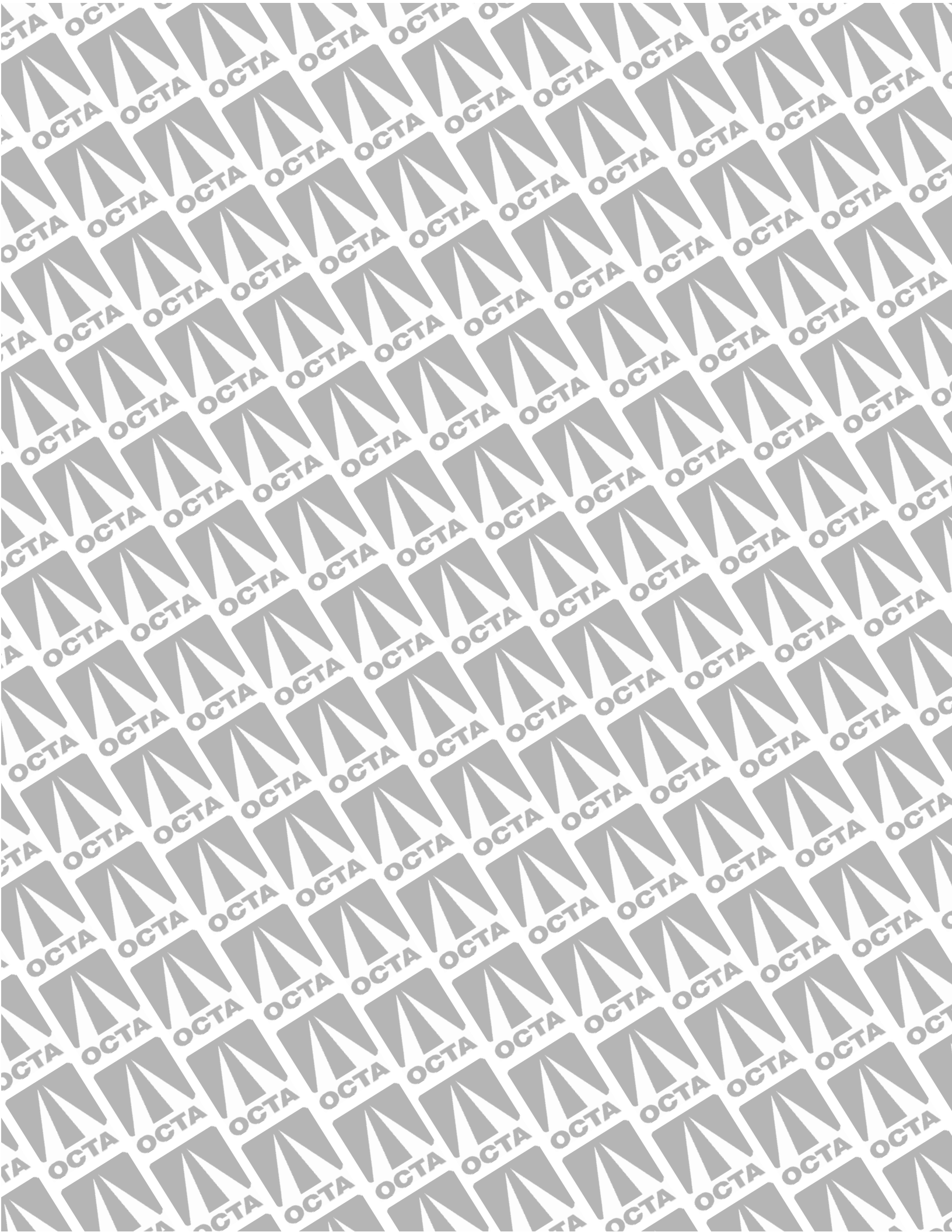
Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Office - CEO			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	571,517	609,276	630,637
7209 Deferred Compensation	37,011	43,929	67,023
7210 Pensions	195,166	231,102	238,441
7220 Insurances	16,781	19,329	18,587
7240 Health Care	67,145	88,631	77,296
7260 Compensated Absences	73,797	110,655	87,376
7270 Workers' Compensation	15,189	17,887	16,398
7280 Other Benefits	70,880	53,087	52,992
Subtotal Salaries and Benefits	\$ 1,047,486	\$ 1,173,896	\$ 1,188,750
<u>Services and Supplies</u>			
7510 Professional Services	97,685	10,000	10,000
7610 Outside Services	22,938	0	0
7640 Utilities	27,940	0	0
7650 Travel, Training, and Mileage	23,707	28,050	32,975
7660 Office Expense	1,688	1,800	1,800
7670 Miscellaneous Expense	269,978	307,557	283,155
7830 Contributions to Other Agencies	3,908	0	0
Subtotal Services and Supplies	\$ 447,844	\$ 347,407	\$ 327,930
Executive Office - CEO Total Expenses	\$ 1,495,330	\$ 1,521,303	\$ 1,516,680
Internal Audit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	523,018	513,478	575,427
7150 Extra Help Employees	0	12,000	0
7209 Deferred Compensation	7,608	9,850	9,694
7210 Pensions	182,848	192,889	214,755
7220 Insurances	14,964	16,965	16,741
7240 Health Care	64,027	64,797	67,196
7260 Compensated Absences	63,215	93,035	79,548
7270 Workers' Compensation	12,999	13,685	14,034
7280 Other Benefits	26,637	38,414	40,741
Subtotal Salaries and Benefits	\$ 895,316	\$ 955,113	\$ 1,018,136
<u>Services and Supplies</u>			
7510 Professional Services	201,056	382,035	391,355
7650 Travel, Training, and Mileage	15,353	18,222	19,986
7660 Office Expense	1,390	32,765	2,765
7670 Miscellaneous Expense	1,862	2,780	2,848
Subtotal Services and Supplies	\$ 219,661	\$ 435,802	\$ 416,954
Internal Audit Total Expenses	\$ 1,114,977	\$ 1,390,915	\$ 1,435,090

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Clerk of the Board			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	245,523	251,804	285,237
7150 Extra Help Employees	87,100	93,500	93,500
7209 Deferred Compensation	7,670	7,930	7,599
7210 Pensions	90,611	98,280	105,356
7220 Insurances	13,681	8,980	8,305
7240 Health Care	127,686	68,753	75,439
7260 Compensated Absences	35,984	45,138	38,480
7270 Workers' Compensation	8,247	9,738	6,907
7280 Other Benefits	21,615	93,313	117,776
Subtotal Salaries and Benefits	\$ 638,117	\$ 677,436	\$ 738,599
<u>Services and Supplies</u>			
7610 Outside Services	22,971	24,700	31,600
7650 Travel, Training, and Mileage	23,930	52,584	53,793
7660 Office Expense	6,154	6,493	6,483
7670 Miscellaneous Expense	6,289	12,828	12,873
Subtotal Services and Supplies	\$ 59,344	\$ 96,605	\$ 104,749
Clerk of the Board Total Expenses	\$ 697,461	\$ 774,041	\$ 843,348



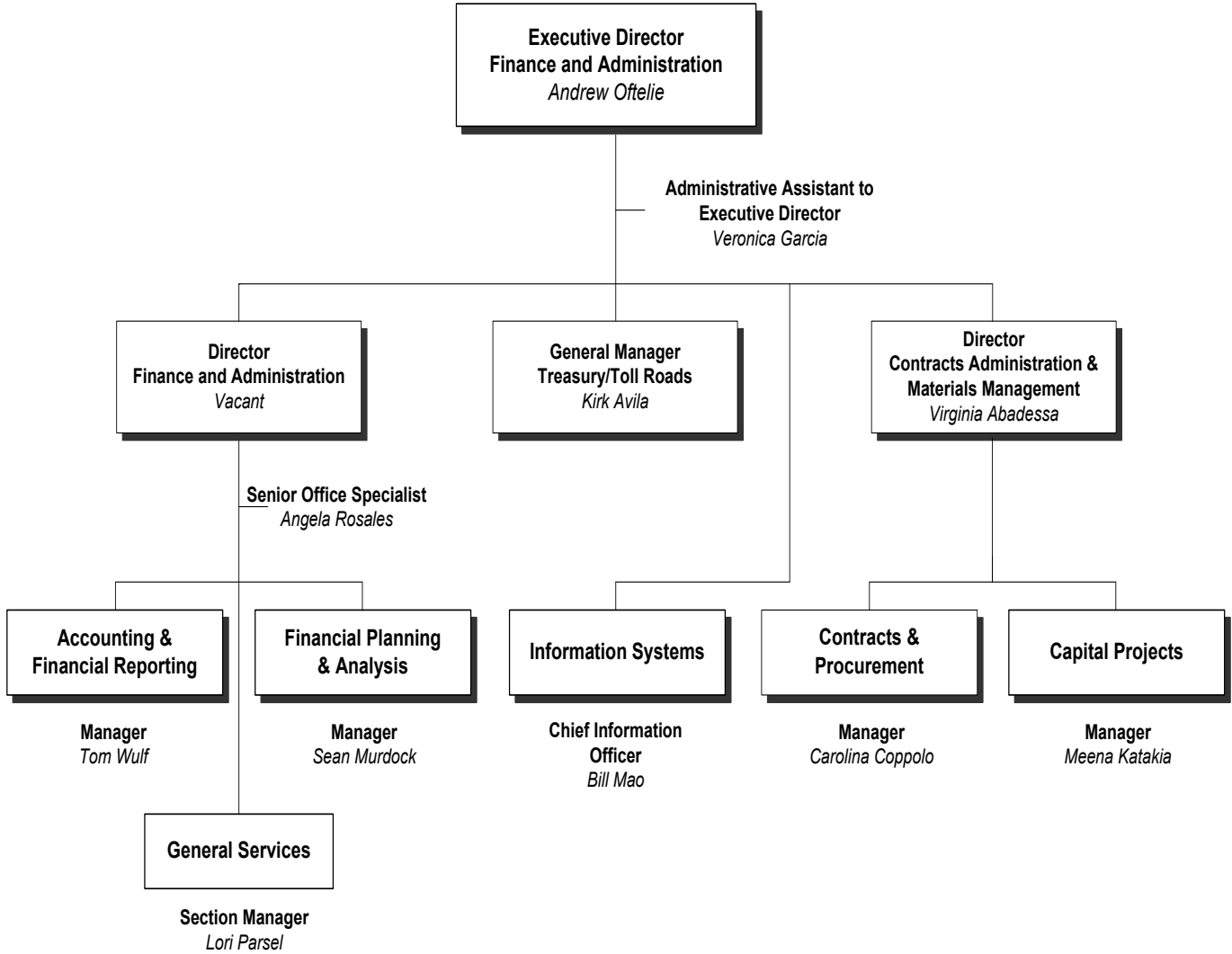


Finance and Administration

Division Organizational Chart

Orange County Transportation Authority

Finance and Administration Division



Division Overview

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 in the areas of long-term financing, fund planning, annual budget, and compliance with generally accepted accounting standards. Staff works closely with federal, state, and local agencies to ensure the continued and successful receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management, purchasing, and materials management. The Information Systems Department provides guidance for the implementation of technology, while the General Services Section oversees facilities management, records management, and a variety of other support functions.

Organization

The **Executive Director** of F&A encompasses the 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.

The **Treasury/Toll Roads Department** is managed by OCTA's Treasurer, who is responsible for the 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.

The OCTA Treasurer also oversees the operations of the 91 Toll Road, serving as the General Manager. The Toll Road staff oversees all aspects of the State Route 91 Express Lanes toll road franchise from contracted operations and maintenance to customer service, violations processing, marketing, budgeting, and reporting. Staff also provides policy recommendations for OCTA Board of Director consideration and serves as the key liaison with the State Route 91 Advisory Committee.

The **Accounting and Financial Reporting Department** is responsible for the general accounting, financial reporting, fixed asset accounting, grant accounting, treasury accounting, accounts payable, accounts receivable, billing, and payroll functions. The department also manages the inventory and distribution of OCTA's bus passes as well as the processing

of all bus fare collections. The General Accounting Section produces a number of annual reports and audited financial statements including the Comprehensive Annual Financial Report (CAFR), the Orange County Local Transportation Authority (OCLTA) Financial Statements, National Transit Database (NTD) Report, the Cost Allocation Plan, Measure M Status Report, and the 91 Express Lanes Financial Statements.

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 (CBP), and fixed asset replacement planning. The department is responsible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, and verifying budget authority for requisitions. The department also ensures that grant reports are completed in a timely and accurate manner to maximize federal and other discretionary funding. In addition, the department oversees the Transportation Development Act (TDA) programs, property tax, and senior and disabled fare subsidy programs.

The **Contracts Administration and Materials Management (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 staff handles all procurement activity including the preparation of solicitation documents, conducting pre-proposal meetings, chairing evaluation committee meetings, negotiating contract terms and conditions, and administering the contractual aspects of the project through completion. The Materials Management section handles all parts receiving and stocking, disposition of surplus goods and equipment, and administers OCTA's warranty program. In addition, the CAMM department is actively involved with a variety of vendor outreach activities.

The **Information Systems (IS) Department** manages the effective and secure delivery of computing and communication solutions to all OCTA business units. It achieves this by deploying a world class technology infrastructure and employing talented staff that strive to meet the needs of the OCTA and its customers. The value added services offered include a reliable computing and communications environment, systems and business support, business intelligence, project management, responsive help desk and customer support, and technology training that are all sensibly used to address business problems and needs. Information Systems is also responsible for developing OCTA's Information Technology Plan. The plan establishes technology standards and long term technical investment recommendations and priorities that will

Division Overview (Continued)

keep OCTA's technology infrastructure effective, modern, and most importantly, aligned with the needs of OCTA's customers and business units. Information Systems partners with our business units to safeguard all OCTA data and ensure that we comply with all industry, state and federal data security and protection regulations and best practices.

The **General Services Department** provides a variety of support services to the OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and acts as liaison between property management and the Authority. In addition, the general services section oversees records management, mail services, reprographics and the OCTA's receptionist staff. The responsibilities also cover OCTA Headquarters construction projects. General Services is responsible for the access and camera security system at the headquarters building and base locations. The OCTA-wide Internal Communications program is administered to promote communications to employees and their families. The Intranet, Digital Signage, eNews, and quarterly Between the Lines newsletter are the primary tools used to provide employees with up-to-date information. Recognition events and employee programs are also sponsored by this section.

Accomplishments Fiscal Year 2013-14

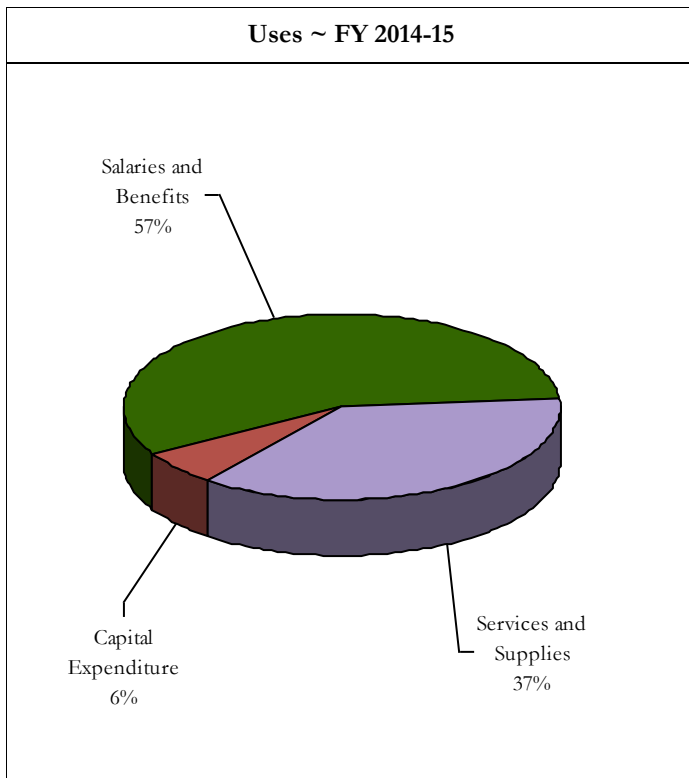
- Restructured outstanding 91 Express lanes debt
- Executed a fifteen-year lease amendment for OCTA's headquarter facilities for an estimated savings of \$39.4 million over the next 30 years
- Finalized three-party cooperative agreement with RCTC and Cofiroute USA to provide operational and management services for the 91 Express Lanes
- Won the Achievement in Excellence in Procurement award sponsored by the National Purchasing Institute
- Earned an unmodified audit opinion on the fiscal year 2012-13 financial statements.
- Earned the GFOA Certificate of Achievement for Excellence in Financial Reporting for the fiscal year 2011-12 Comprehensive Annual Financial Report.
- Completed the implementation of the California Public Employee's Pension reform Act (PEPRA) of 2013.
- Continued to maintain high availability (over 99.8 percent) for all supported systems and ensured quick accessibility to mission critical systems in the event of a disaster.
- Prepared the FY 2014-15 Annual Budget without a use of prior year designations, which is also consistent with the Comprehensive Business Plan and Board approved goals, policies and procedures.
- Earned the Certificate of Achievement for Excellence

in Budgeting from the California Society of Municipal Finance Officers for the FY 2013-14 Annual Budget.

Goals Fiscal Year 2014-15

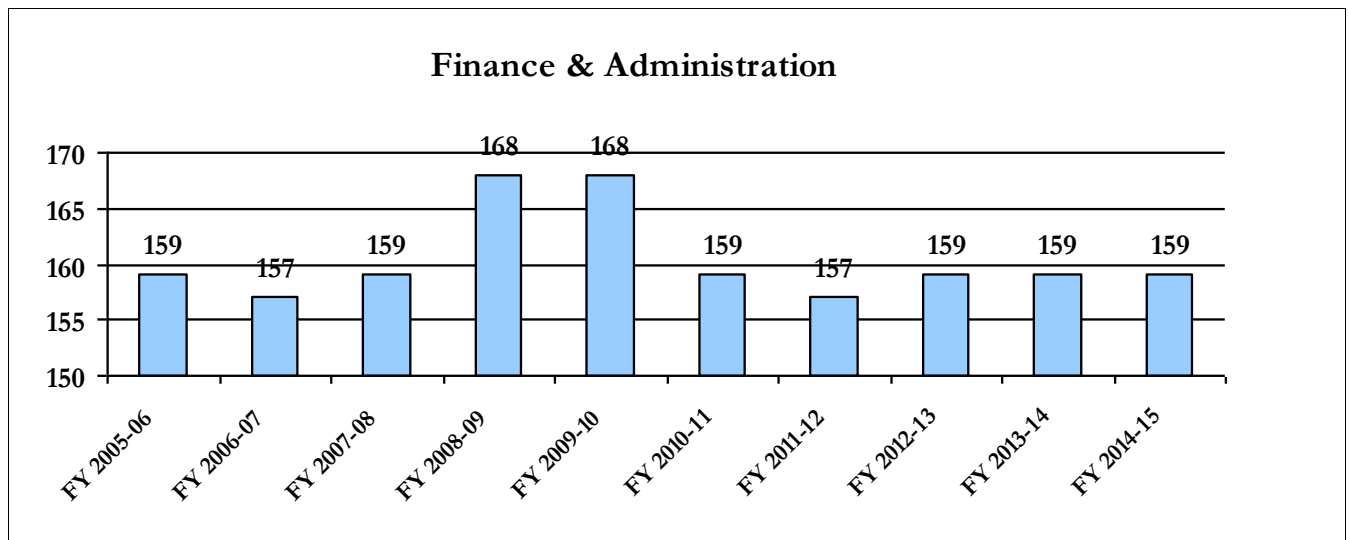
- Update the Plan of Finance that addresses the financing needs of the Measure M2 program
- Manage a billion dollar fixed income portfolio and outperform associated benchmarks for the portfolio
- Earn the GFOA Certificate of Excellence in Financial Reporting for the fiscal year 2012-13 CAFR.
- Complete the fiscal year 2013-14 CAFR that includes audited financial statements earning an unmodified audit opinion.
- Oversee Headquarters Building Improvements
- Secure Board approval of the FY 2014-15 Comprehensive Business Plan.
- Secure Board approval of the FY 2015-16 Annual Budget without a use of prior year designations, which is also consistent with the Comprehensive Business Plan and Board approved goals, policies, and procedures.
- Earn the Certificate of Achievement for Excellence in Budgeting from the California Society of Municipal Finance Officers for the FY 2014-15 Annual Budget.

Finance and Administration



Uses	Amount
Salaries and Benefits	\$ 22,058,660
Services and Supplies	14,239,812
Capital Expenditure	2,386,303
Total Uses	\$ 38,684,775

Staffing Plan



Finance and Administration

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Executive Director, Finance and Administration	4	4	4
Accounting and Financial Reporting	24	24	24
Financial Planning and Analysis	12	12	12
Contracts Administration and Material Mgmt.	59	59	59
Information Systems	37	37	37
General Services	18	18	18
Treasury Department	2	2	2
Tollroad	3	3	3
Total Finance and Administration	159	159	159

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Director, Finance and Administration</u>			
Administrative Assistant	2	2	2
Director	1	1	1
Executive Director	1	1	1
Subtotal Executive Director, Finance and Administ	4	4	4
<u>Accounting and Financial Reporting</u>			
Accountant	4	4	4
Accounting Specialist	0	0	10
Administrative Specialist	4	4	0
Business Systems Analyst	1	1	1
Department Manager	1	1	1
Grants Technician	1	1	1
Office Specialist	6	6	0
Payroll Administrator	0	1	1
Section Manager	4	5	5
Section Supervisor	1	1	1
Special Assignment	2	0	0
Subtotal Accounting and Financial Reporting	24	24	24
<u>Financial Planning and Analysis</u>			
Department Manager	1	1	1
Financial Analyst	8	8	8
Section Manager	3	3	3
Subtotal Financial Planning and Analysis	12	12	12
<u>Contracts Administration and Material Mgmt.</u>			
Business Systems Analyst	1	1	1
Buyer	5	4	4
Contract Administrator	13	14	14
Department Manager	2	2	2
Director	1	1	1
Equipment Parts Clerk	18	18	18
Financial Analyst	1	0	0
Inventory Analyst	1	1	1
Office Specialist	2	2	2
Secretary	1	1	1
Section Manager	1	4	4
Section Manager, Senior	2	0	0
Section Supervisor	4	4	4
Stockroom Clerk	5	5	5
Warranty Coordinator	2	2	2
Subtotal Contracts Administration and Material M	59	59	59

Continued next page...

Finance and Administration

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Information Systems</u>			
Business Systems Analyst	7	7	7
Database Administrator	2	1	1
Department Manager	1	1	1
Help Desk Technician	3	3	3
IS Bus Strategist	1	1	1
IS Enterprise Architect	0	0	1
IS Project Manager	3	4	4
IS Security Analyst	1	2	2
IS Systems Architect	1	1	1
Network Analyst	2	2	2
Office Specialist	2	2	2
Programmer Analyst	2	2	2
Section Manager	4	4	4
Special Assignment	2	0	0
Systems Software Analyst	6	6	5
Telecommunications Coordinator	0	1	1
Subtotal Information Systems	37	37	37
<u>General Services</u>			
Administrative Specialist	1	1	0
Digital Reprographics	0	0	2
Intranet Specialist	2	2	2
Marketing Program Administrator	0	0	1
Office Specialist	9	9	7
Offset Printer	1	1	1
Printing Administrator	1	0	0
Records Management Administrator	0	1	1
Section Manager	2	2	2
Section Supervisor	2	2	2
Subtotal General Services	18	18	18
<u>Treasury Department</u>			
Department Manager	1	1	1
Deputy Treasurer	0	1	1
Investment Officer	1	0	0
Subtotal Treasury Department	2	2	2
<u>Tollroad</u>			
General Manager	1	1	1
IS Project Manager	1	1	1
Project Manager	0	1	1
Transportation Analyst	1	0	0
Subtotal Tollroad	3	3	3
Total Finance and Administration	159	159	159

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	10,521,974	10,870,776	11,901,804
7150 Extra Help Employees	136,645	187,800	168,960
7209 Deferred Compensation	176,004	249,392	183,510
7210 Pensions	3,666,052	3,923,296	4,373,036
7220 Insurances	323,077	361,296	335,914
7240 Health Care	2,074,179	2,363,926	2,390,052
7260 Compensated Absences	1,320,914	1,922,708	1,644,710
7270 Workers' Compensation	266,295	299,233	287,489
7280 Other Benefits	692,747	731,816	773,185
Subtotal Salaries and Benefits	\$ 19,177,887	\$ 20,910,243	\$ 22,058,660
<u>Services and Supplies</u>			
7510 Professional Services	4,140,457	3,102,780	4,449,400
7540 Insurance Claims Expense	132	0	0
7610 Outside Services	3,421,168	4,360,015	4,047,029
7630 Advertising Fees	51,136	38,000	45,400
7640 Utilities	2,478,404	2,816,800	2,707,926
7650 Travel, Training, and Mileage	129,999	173,651	183,809
7660 Office Expense	2,589,181	1,294,657	1,368,313
7670 Miscellaneous Expense	186,029	144,267	154,879
7690 Leases	4,229,860	4,580,661	1,076,236
7710 Fuels and Lubricants	0	0	7,500
7750 Maintenance Expense	415,238	132,500	160,000
7790 Other Materials and Supplies	19,531	23,700	24,100
7830 Contributions to Other Agencies	15,180	15,180	15,220
Subtotal Services and Supplies	\$ 17,676,315	\$ 16,682,211	\$ 14,239,812
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	902,996	695,000	2,386,303
Subtotal Capital Expenditure	\$ 902,996	\$ 695,000	\$ 2,386,303
Total Uses	\$ 37,757,198	\$ 38,287,454	\$ 38,684,775

Finance and Administration

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
100 Executive Director, Finance and Administra	793,936	857,102	892,859
103 Accounting and Financial Reporting	2,668,609	2,834,213	3,048,326
104 Financial Planning and Analysis	1,504,292	1,679,175	1,759,765
106 Contracts Administration and Material Mgm	6,002,236	6,812,226	7,128,662
107 Information Systems	5,614,455	6,011,240	6,327,613
108 General Services	1,693,034	1,808,781	1,879,449
110 Treasury Department	278,592	285,565	372,160
111 Tollroad	622,733	621,941	649,826
Subtotal Salaries and Benefits	\$ 19,177,887	\$ 20,910,243	\$ 22,058,660
<u>Services and Supplies</u>			
100 Executive Director, Finance and Administra	793,281	553,112	756,027
103 Accounting and Financial Reporting	850,194	899,167	714,352
104 Financial Planning and Analysis	179,454	183,177	189,154
106 Contracts Administration and Material Mgm	795,107	611,884	527,437
107 Information Systems	7,703,733	6,386,086	7,650,758
108 General Services	7,227,163	7,999,913	4,353,005
110 Treasury Department	127,383	48,522	49,079
111 Tollroad	0	350	0
Subtotal Services and Supplies	\$ 17,676,315	\$ 16,682,211	\$ 14,239,812
<u>Capital Expenditure</u>			
100 Executive Director, Finance and Administra	0	0	1,370,000
103 Accounting and Financial Reporting	0	0	35,000
104 Financial Planning and Analysis	0	0	25,000
107 Information Systems	671,646	695,000	672,000
108 General Services	231,350	0	284,303
Subtotal Capital Expenditure	\$ 902,996	\$ 695,000	\$ 2,386,303
Total Expenses	\$ 37,757,198	\$ 38,287,454	\$ 38,684,775

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director, Finance and Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	427,139	442,011	472,869
7209 Deferred Compensation	16,751	17,906	18,397
7210 Pensions	153,758	169,165	180,210
7220 Insurances	12,273	14,210	13,776
7240 Health Care	74,083	76,595	85,798
7260 Compensated Absences	54,806	80,275	65,513
7270 Workers' Compensation	11,080	13,378	11,962
7280 Other Benefits	44,046	43,562	44,334
Subtotal Salaries and Benefits	\$ 793,936	\$ 857,102	\$ 892,859
<u>Services and Supplies</u>			
7510 Professional Services	767,594	525,000	725,000
7650 Travel, Training, and Mileage	2,536	1,912	3,987
7660 Office Expense	1,504	2,500	2,500
7670 Miscellaneous Expense	6,467	8,520	9,320
7830 Contributions to Other Agencies	15,180	15,180	15,220
Subtotal Services and Supplies	\$ 793,281	\$ 553,112	\$ 756,027
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	1,370,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 1,370,000
Executive Director, Finance and Administration Total	\$ 1,587,217	\$ 1,410,214	\$ 3,018,886
Accounting and Financial Reporting			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,484,901	1,472,511	1,654,639
7209 Deferred Compensation	20,635	24,768	22,001
7210 Pensions	522,535	543,379	608,313
7220 Insurances	45,218	51,144	47,210
7240 Health Care	316,785	351,527	357,763
7260 Compensated Absences	184,945	266,497	228,346
7270 Workers' Compensation	36,242	40,305	39,123
7280 Other Benefits	57,348	84,082	90,931
Subtotal Salaries and Benefits	\$ 2,668,609	\$ 2,834,213	\$ 3,048,326
<u>Services and Supplies</u>			
7510 Professional Services	34,850	64,480	48,400
7610 Outside Services	639,683	652,300	484,750
7630 Advertising Fees	1,182	1,000	1,400
7650 Travel, Training, and Mileage	17,552	33,747	28,979
7660 Office Expense	146,858	137,350	141,693
7670 Miscellaneous Expense	10,069	10,290	9,130
Subtotal Services and Supplies	\$ 850,194	\$ 899,167	\$ 714,352
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	35,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 35,000
Accounting and Financial Reporting Total Expenses	\$ 3,518,803	\$ 3,733,380	\$ 3,797,678

Continued next page...

Finance and Administration

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Financial Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	864,617	888,243	971,350
7209 Deferred Compensation	16,083	21,528	17,373
7210 Pensions	296,228	328,173	357,778
7220 Insurances	25,390	30,472	28,319
7240 Health Care	136,587	162,409	161,951
7260 Compensated Absences	84,294	160,956	134,301
7270 Workers' Compensation	21,259	24,363	22,952
7280 Other Benefits	59,834	63,031	65,741
Subtotal Salaries and Benefits	\$ 1,504,292	\$ 1,679,175	\$ 1,759,765
<u>Services and Supplies</u>			
7510 Professional Services	169,936	164,800	170,000
7650 Travel, Training, and Mileage	4,402	9,780	10,854
7660 Office Expense	4,966	7,297	7,000
7670 Miscellaneous Expense	150	1,300	1,300
Subtotal Services and Supplies	\$ 179,454	\$ 183,177	\$ 189,154
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	25,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 25,000
Financial Planning and Analysis Total Expenses	\$ 1,683,746	\$ 1,862,352	\$ 1,973,919
Contracts Administration and Material Mgmt.			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,322,935	3,592,428	3,844,678
7150 Extra Help Employees	51,315	69,000	74,000
7209 Deferred Compensation	45,626	76,392	46,475
7210 Pensions	1,099,659	1,226,311	1,403,024
7220 Insurances	103,057	114,769	103,492
7240 Health Care	685,298	803,687	791,501
7260 Compensated Absences	463,935	606,182	534,373
7270 Workers' Compensation	84,236	95,547	90,939
7280 Other Benefits	146,175	227,910	240,180
Subtotal Salaries and Benefits	\$ 6,002,236	\$ 6,812,226	\$ 7,128,662
<u>Services and Supplies</u>			
7510 Professional Services	167,920	150,000	174,000
7610 Outside Services	83,018	194,400	45,000
7630 Advertising Fees	49,954	37,000	44,000
7650 Travel, Training, and Mileage	7,000	20,114	20,199
7660 Office Expense	11,002	12,000	11,500
7670 Miscellaneous Expense	60,510	65,370	74,738
7750 Maintenance Expense	414,330	125,000	150,000
7790 Other Materials and Supplies	1,373	8,000	8,000
Subtotal Services and Supplies	\$ 795,107	\$ 611,884	\$ 527,437
Contracts Administration and Material Mgmt. Total	\$ 6,797,343	\$ 7,424,110	\$ 7,656,099

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Information Systems			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,096,214	3,151,874	3,455,915
7150 Extra Help Employees	47,857	53,800	50,000
7209 Deferred Compensation	50,071	74,303	52,506
7210 Pensions	1,125,023	1,163,589	1,269,667
7220 Insurances	93,934	103,008	100,043
7240 Health Care	537,585	615,088	639,494
7260 Compensated Absences	364,056	569,697	475,903
7270 Workers' Compensation	79,091	87,663	85,392
7280 Other Benefits	220,624	192,218	198,693
Subtotal Salaries and Benefits	\$ 5,614,455	\$ 6,011,240	\$ 6,327,613
<u>Services and Supplies</u>			
7510 Professional Services	2,858,144	1,727,000	3,113,500
7610 Outside Services	2,338,605	3,064,700	3,034,279
7640 Utilities	589,077	986,800	829,900
7650 Travel, Training, and Mileage	90,928	84,209	92,638
7660 Office Expense	1,824,280	519,650	577,260
7670 Miscellaneous Expense	2,699	3,727	3,181
Subtotal Services and Supplies	\$ 7,703,733	\$ 6,386,086	\$ 7,650,758
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	671,646	695,000	672,000
Subtotal Capital Expenditure	\$ 671,646	\$ 695,000	\$ 672,000
Information Systems Total Expenses	\$ 13,989,834	\$ 13,092,326	\$ 14,650,371

Continued next page...

Finance and Administration

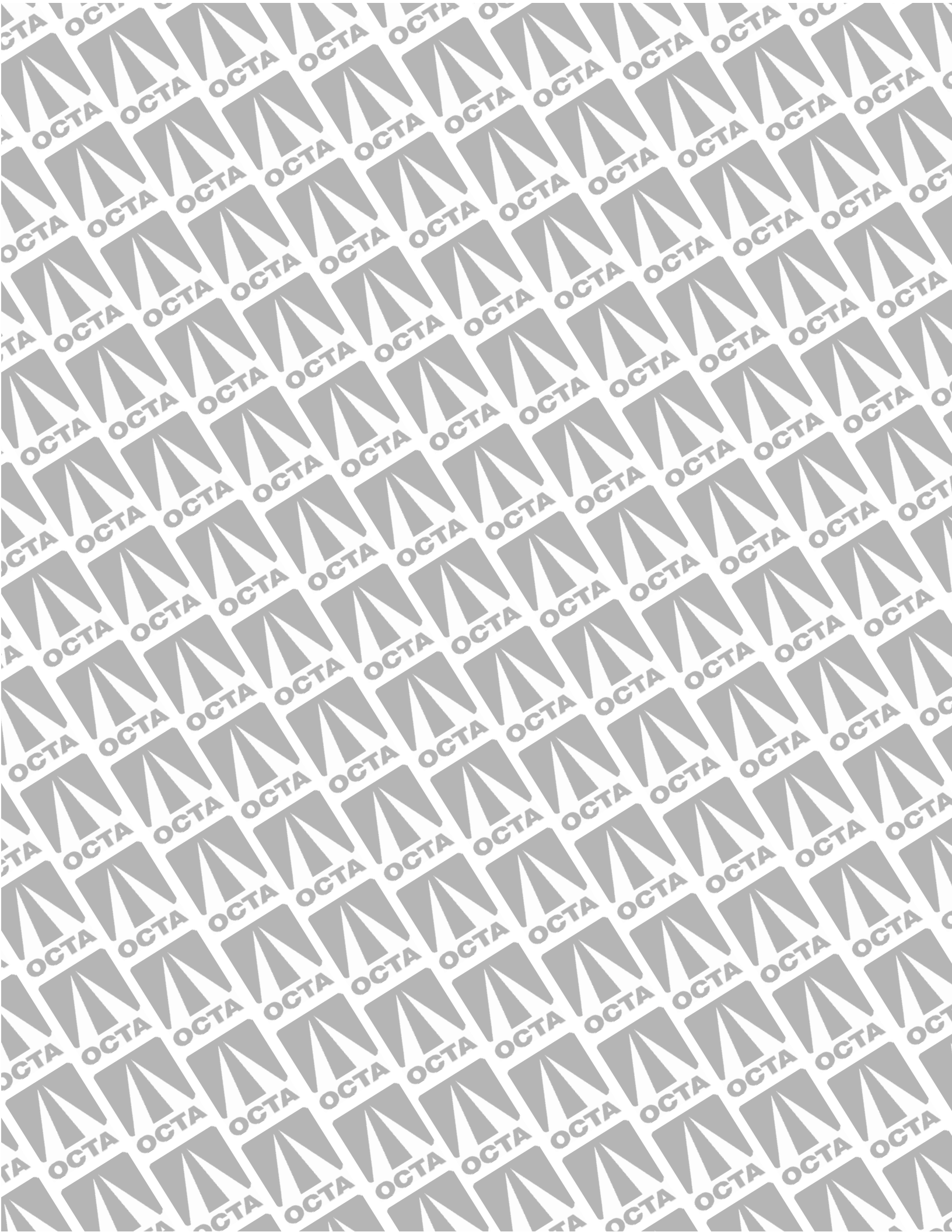
Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
General Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	819,710	847,245	939,338
7150 Extra Help Employees	37,473	65,000	44,960
7209 Deferred Compensation	8,507	14,212	8,563
7210 Pensions	295,082	313,502	343,403
7220 Insurances	29,253	32,216	26,604
7240 Health Care	242,311	275,486	271,696
7260 Compensated Absences	126,891	152,568	128,272
7270 Workers' Compensation	21,693	23,899	23,416
7280 Other Benefits	112,114	84,653	93,197
Subtotal Salaries and Benefits	\$ 1,693,034	\$ 1,808,781	\$ 1,879,449
<u>Services and Supplies</u>			
7510 Professional Services	117,253	458,500	205,500
7540 Insurance Claims Expense	132	0	0
7610 Outside Services	359,862	448,615	483,000
7640 Utilities	1,889,327	1,830,000	1,878,026
7650 Travel, Training, and Mileage	6,727	20,592	23,298
7660 Office Expense	537,540	615,745	628,245
7670 Miscellaneous Expense	67,396	22,600	25,100
7690 Leases	4,229,860	4,580,661	1,076,236
7710 Fuels and Lubricants	0	0	7,500
7750 Maintenance Expense	908	7,500	10,000
7790 Other Materials and Supplies	18,158	15,700	16,100
Subtotal Services and Supplies	\$ 7,227,163	\$ 7,999,913	\$ 4,353,005
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	231,350	0	284,303
Subtotal Capital Expenditure	\$ 231,350	\$ 0	\$ 284,303
General Services Total Expenses	\$ 9,151,547	\$ 9,808,694	\$ 6,516,757
Treasury Department			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	152,480	143,239	201,103
7209 Deferred Compensation	3,227	3,366	3,928
7210 Pensions	50,241	53,041	74,224
7220 Insurances	4,252	4,710	5,604
7240 Health Care	44,465	42,866	44,476
7260 Compensated Absences	15,034	26,014	27,861
7270 Workers' Compensation	3,624	4,147	3,912
7280 Other Benefits	5,269	8,182	11,052
Subtotal Salaries and Benefits	\$ 278,592	\$ 285,565	\$ 372,160
<u>Services and Supplies</u>			
7510 Professional Services	24,760	13,000	13,000
7650 Travel, Training, and Mileage	854	3,297	3,854
7660 Office Expense	63,031	115	115
7670 Miscellaneous Expense	38,738	32,110	32,110
Subtotal Services and Supplies	\$ 127,383	\$ 48,522	\$ 49,079
Treasury Department Total Expenses	\$ 405,975	\$ 334,087	\$ 421,239

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Tollroad			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	353,978	333,225	361,912
7209 Deferred Compensation	15,104	16,917	14,267
7210 Pensions	123,526	126,136	136,417
7220 Insurances	9,700	10,767	10,866
7240 Health Care	37,065	36,268	37,373
7260 Compensated Absences	26,953	60,519	50,141
7270 Workers' Compensation	9,070	9,931	9,793
7280 Other Benefits	47,337	28,178	29,057
Subtotal Salaries and Benefits	\$ 622,733	\$ 621,941	\$ 649,826
<u>Services and Supplies</u>			
7670 Miscellaneous Expense	0	350	0
Subtotal Services and Supplies	\$ 0	\$ 350	\$ 0
Tollroad Total Expenses	\$ 622,733	\$ 622,291	\$ 649,826



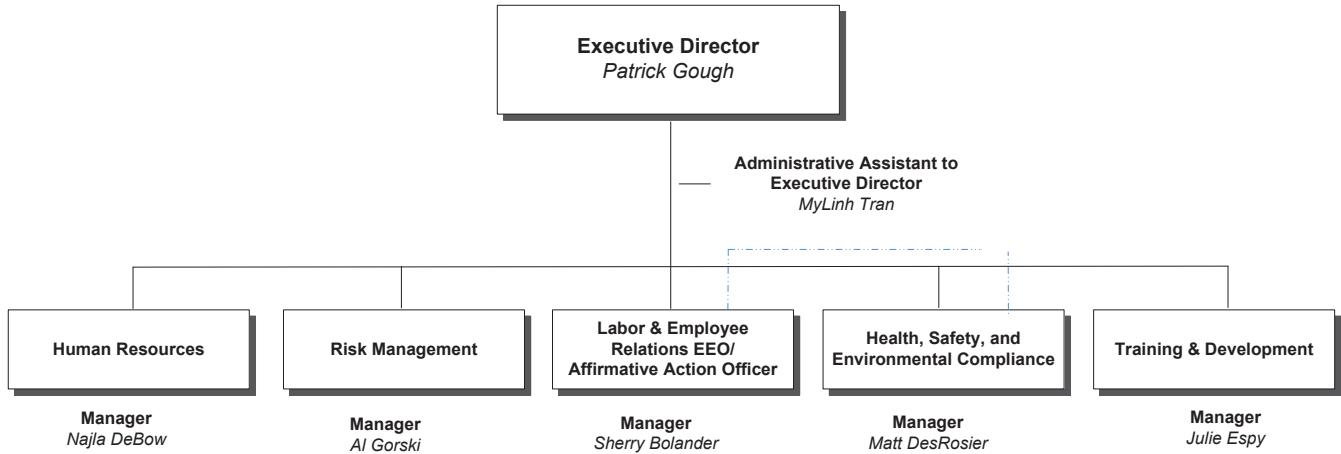
Human Resources and Organizational Development



Division Organizational Chart

Orange County Transportation Authority

Human Resources & Organizational Development Division



Division Overview

The Human Resources and Organizational Development (HROD) Division supports the Orange County Transportation Authority's goals, and objectives by ensuring the development, and welfare of its employees through long-term strategic planning, and partnership. The HROD Division carries the responsibility for OCTA's functions in relation to employment, compensation, benefits, risk management, training, labor, employee relations, health, safety, environmental compliance, management services, and organizational development. The following describes the primary responsibilities for each department within the HROD Division.

Organization

The **Executive Director** of HROD provides top down strategic initiatives in support of the operational, financial, and long term functions of the HROD Division and OCTA. The Executive Director, in concert with Board direction, aligns the divisions within OCTA for talent acquisition and management as well as workforce development, state and federal regulations compliance, and risk mitigation. The Executive Director oversees the Management Services activities, investigating best practices, organizational efficiencies, and proactively develops strategic initiatives for OCTA-wide implementation.

The **Health, Safety, and Environmental Compliance (HSEC)** Department is responsible for ensuring OCTA's operations are compliant with applicable health, safety and environmental standards, codes, and regulations. The professional staff of the department develops and implements employee, fleet, and system safety programs and training to help mitigate employee injury and illnesses as well as damage to equipment and property.

The HSEC Department will continue to support administrative, operations, and construction activities through health and safety program management which includes planned inspections, accident and incident investigations, hazard identification and resolution, regulatory agency liaison, program development and implementation, as well as maintenance.

The **Human Resources (HR)** Department is responsible for HR planning, employment processes, administering compensation and employee benefits, as well as providing employee services. Activities include benefit programs, performance management, employee health insurance, retirement programs, recruitment and selection, wage, salary administration, job descriptions, job evaluations, and leaves of absence.

In addition to the above services, the HR Department serves as an advisor to both the internal and external customer when

focusing on human resources issues. The HR Department provides strategic and professional HR service to over 1,500 employees.

The **Risk Management Department** is responsible for protecting OCTA's assets and property from the adverse consequences of accidental loss. The Risk Management Department evaluates and procures all appropriate forms and limits of liability for property and other related insurance coverage.

The Risk Management Department manages OCTA's self-insured liability, subrogation, workers' compensation programs, as well as develops and recommends strategically focused loss control programs to reduce claims losses. The Risk Management Department is directly responsible for in-house adjusting and resolution of all liability claims and manages a contracted third party administrator responsible for handling injured worker's claims. The Risk Management Department also actively pursues reimbursement for all liability, workers' compensation losses, or damage to OCTA property caused by third parties, and pursues recovery

The **Training and Development Department** is responsible for all development activities in the Talent Management lifecycle, including onboarding, skills acquisition, development, and succession. The Training and Development department oversees New Employee Orientation, supervisory training, management and leadership academies, succession planning, team building, business skills development, technical skills enhancement and training, and organizational development activities. The section functions as an internal consultant to other divisions, providing transition planning, experiential training, competency assessment, and development planning. The section also administers OCTA's mentor program and the Educational Reimbursement Program for OCTA. This department retains a strategic focus, ensuring alignment between the Strategic Plan and core competencies.

The **Labor and Employee Relations Department** is responsible for administering three collective bargaining agreements, which provide terms and conditions of employment for approximately 1000 represented employees. The Department serves as liaison between the unions and management, reviews grievance matters during the third step of the grievance process, prepares for and participates in grievance arbitrations and collective bargaining agreement negotiations.

The Department is responsible for developing the annual Equal Employment Opportunity/Affirmative Action Plan

Division Overview (continued)

(EEO/ AAP), which is required by the Federal Transit Administration (FTA). The Department is responsible for administering the EEO Program by auditing personnel practices and monitoring compliance with the Americans with Disabilities Act (ADA), Title VII of the Civil Rights Act, as amended, and other state and federal statutes, which prohibit discrimination and harassment in the workplace.

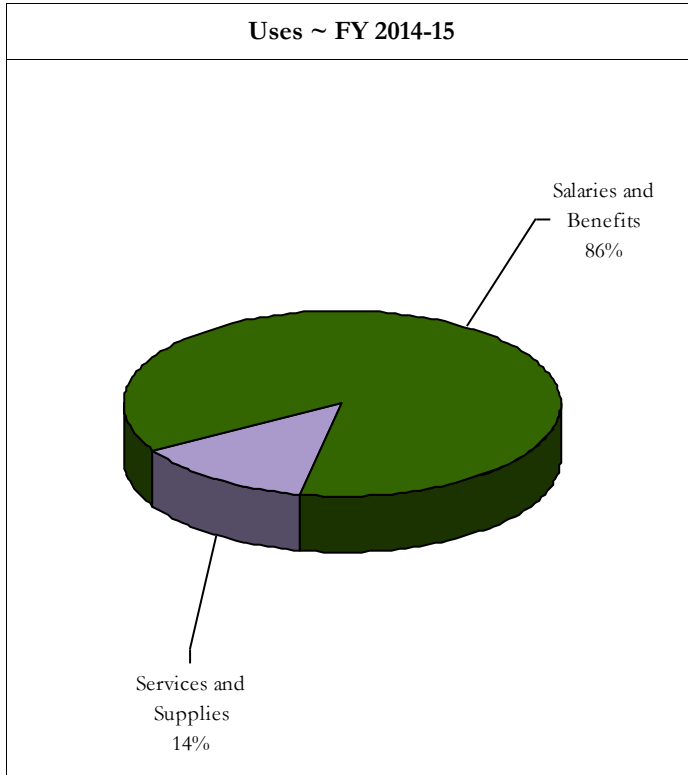
Accomplishments Fiscal Year 2013-14

- Conducted an American Public Transportation Association (APTA) Peer Review Assessment of OCTA's health, safety, and environmental compliance programs.
- Developed and implemented an environmental training program for all employees that have environmental impact potential within the Authority.
- Responded to ongoing legislative challenges that impact OCTA relative to the court rulings in regard to Public Employees' Pension Reform Act (PEPRA).
- Ensured OCTA was fully educated on and prepared for the complexities associated with the implementation of the Affordable Care Act (ACA).
- Avoided unpredictable and unfavorable liability trial results by carefully selecting cases to take to trial and cases to resolve informally. OCTA successfully defended a multi-million dollar claim in 2013. The current number of liability cases in litigation is the lowest in fifteen years and has reduced legal expenses by 52 percent.
- Enhanced OCTA's insurance coverage to provide for increased protection for exposures to loss related to liability, property, workers' compensation, crime, cyber liability and 91 Express Lanes Toll Road infrastructure and operations, at a 4 percent or \$68,469 reduction in premium.
- Supported the Chairman's goal of advancing workforce development and maximizing human capital potential by offering employees a variety of opportunities to grow and develop, such as supervisory training, ongoing business skills training, and coaching.
- Completed collective bargaining agreement negotiations for coach operators, maintenance employees, and facilities and parts employees.
- Completed the annual Equal Employment Opportunity/ Affirmative Action plan (EEO/AAP) and reporting changes requested by the Federal Transit Administration (FTA).
- Developed, implemented, and reported on the 2013 Chair Initiatives and CEO Initiatives and Action Plan.

Goals Fiscal Year 2014-15

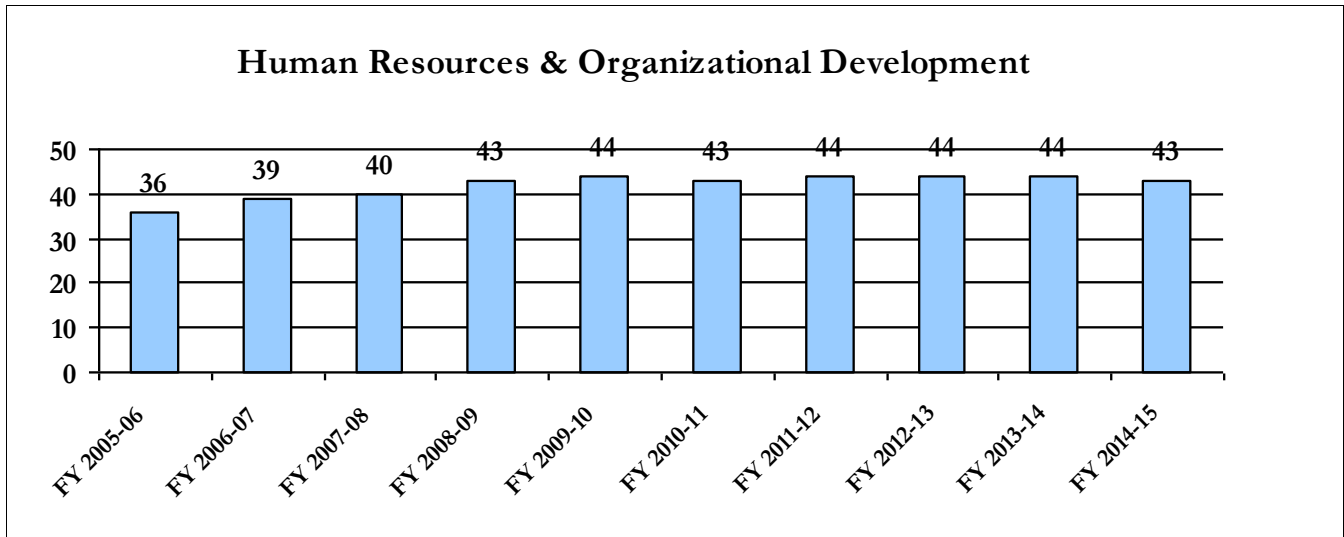
- Develop and conduct an Aspects Review for all potential HSEC risks in accordance with a system management approach towards continuous improvement (ISO/ OSHA guidelines).
- Conduct a compensation study designed to ensure OCTA's compensation methodologies are in alignment with the Authority's goals and objectives. The study will ensure that OCTA continues to provide an equitable and consistent plan for strategically managing OCTA's functions including the ability to attract and retain top talent, and to ensure consistent selection, promotion, and compensation practices based on duties and responsibilities, performance, and merit.
- Continue to evaluate the impact of the Affordable Care Act (ACA). Create and implement new processes to ensure full compliance.
- Provide cost-effective insurance coverage to protect OCTA's assets and effectively resolve liability claims and reduce liability claims cost.
- Continue to effectively manage OCTA's workers' compensation program and provide quality medical treatment to injured OCTA employees while reducing claims and related costs.
- Prepare the annual Equal Employment Opportunity/ Affirmative Action Plan (EEO/AAP) and advise and support Title VI required activities.

Human Resources and Organizational Development



Uses	Amount
Salaries and Benefits	\$ 6,303,085
Services and Supplies	997,553
Total Uses	\$ 7,300,638

Staffing Plan



Human Resources and Organizational Development

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Human Resources	19	19	19
Training and Development	4	4	4
Risk Management	7	7	7
Workforce Development	2	2	2
Labor and Employee Relations	5	5	5
Management Services	1	1	0
Safety	6	6	6
Total Human Resources and Organizational Develo	44	44	43

Human Resources and Organizational Development

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Human Resources</u>			
Benefit Analyst	3	3	3
Business Systems Analyst	1	1	1
Compensation Analyst	3	3	3
Department Manager	1	1	1
HR Assistant	2	2	3
Human Resources Representative	3	3	3
Office Specialist	4	4	3
Section Manager	2	2	2
Subtotal Human Resources	19	19	19
<u>Training and Development</u>			
Department Manager	1	1	1
Office Specialist	1	1	0
Training & Development Administrator	1	2	2
Training & Development Specialist	1	0	1
Subtotal Training and Development	4	4	4
<u>Risk Management</u>			
Administrative Specialist	2	2	2
Claims Representative	2	2	2
Department Manager	1	1	1
Office Specialist	1	1	1
Section Manager	1	1	1
Subtotal Risk Management	7	7	7
<u>Workforce Development</u>			
Administrative Assistant	1	1	1
Executive Director	1	1	1
Subtotal Workforce Development	2	2	2
<u>Labor and Employee Relations</u>			
Administrative Specialist	1	1	1
Department Manager	1	1	1
Employee Relations Rep	3	3	3
Subtotal Labor and Employee Relations	5	5	5
<u>Management Services</u>			
Strategic Plan Officer	1	1	0
Subtotal Management Services	1	1	0
<u>Safety</u>			
Department Manager	1	1	1
Safety, Health & Environmental Specialist	4	5	5
Special Assignment	1	0	0
Subtotal Safety	6	6	6
Total Human Resources and Organizational Devel	44	44	43

Human Resources and Organizational Development

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,813,771	3,132,681	3,302,350
7150 Extra Help Employees	82,224	153,822	134,332
7209 Deferred Compensation	72,525	98,645	78,935
7210 Pensions	1,046,726	1,167,976	1,226,183
7220 Insurances	92,561	105,761	94,999
7240 Health Care	528,791	633,853	642,796
7260 Compensated Absences	381,919	568,667	457,321
7270 Workers' Compensation	72,480	94,009	54,939
7280 Other Benefits	277,922	309,574	311,230
Subtotal Salaries and Benefits	\$ 5,368,919	\$ 6,264,988	\$ 6,303,085
<u>Services and Supplies</u>			
7510 Professional Services	425,796	781,021	677,374
7610 Outside Services	45,003	27,756	24,671
7630 Advertising Fees	37,889	41,000	42,275
7640 Utilities	46	0	0
7650 Travel, Training, and Mileage	53,469	94,255	101,123
7660 Office Expense	54,146	87,481	58,497
7670 Miscellaneous Expense	47,957	71,744	64,614
7690 Leases	3,283	3,182	3,280
7790 Other Materials and Supplies	25,561	25,200	25,719
Subtotal Services and Supplies	\$ 693,150	\$ 1,131,639	\$ 997,553
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	7,600	0
Subtotal Capital Expenditure	\$ 0	\$ 7,600	\$ 0
Total Uses	\$ 6,062,069	\$ 7,404,227	\$ 7,300,638

Human Resources and Organizational Development

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
112 Human Resources	1,747,605	2,306,248	2,344,664
113 Training and Development	565,999	617,808	688,470
116 Risk Management	841,417	882,338	916,258
119 Workforce Development	478,794	498,704	518,867
120 Labor and Employee Relations	732,908	779,418	813,210
121 Management Services	186,079	206,791	0
804 Safety	816,117	973,681	1,021,616
Subtotal Salaries and Benefits	\$ 5,368,919	\$ 6,264,988	\$ 6,303,085
<u>Services and Supplies</u>			
112 Human Resources	275,434	321,357	381,620
113 Training and Development	160,039	169,651	143,028
116 Risk Management	10,548	12,548	12,072
119 Workforce Development	8,407	215,990	13,117
120 Labor and Employee Relations	32,710	64,257	67,364
121 Management Services	69	1,650	0
804 Safety	205,943	346,186	380,352
Subtotal Services and Supplies	\$ 693,150	\$ 1,131,639	\$ 997,553
<u>Capital Expenditure</u>			
113 Training and Development	0	7,600	0
Subtotal Capital Expenditure	\$ 0	\$ 7,600	\$ 0
Total Expenses	\$ 6,062,069	\$ 7,404,227	\$ 7,300,638

Human Resources and Organizational Development

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Human Resources			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	923,619	1,182,286	1,264,158
7150 Extra Help Employees	4,962	23,990	22,500
7209 Deferred Compensation	11,450	23,240	15,277
7210 Pensions	340,677	438,695	467,429
7220 Insurances	31,790	40,875	36,257
7240 Health Care	229,261	279,860	284,624
7260 Compensated Absences	121,717	214,719	175,144
7270 Workers' Compensation	23,326	30,508	5,030
7280 Other Benefits	60,803	72,075	74,245
Subtotal Salaries and Benefits	\$ 1,747,605	\$ 2,306,248	\$ 2,344,664
<u>Services and Supplies</u>			
7510 Professional Services	193,555	207,395	283,446
7610 Outside Services	11,411	0	0
7630 Advertising Fees	37,889	41,000	42,275
7650 Travel, Training, and Mileage	7,658	24,628	32,164
7660 Office Expense	10,042	24,239	13,805
7670 Miscellaneous Expense	14,879	24,095	9,930
Subtotal Services and Supplies	\$ 275,434	\$ 321,357	\$ 381,620
Human Resources Total Expenses	\$ 2,023,039	\$ 2,627,605	\$ 2,726,284
Training and Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	240,288	256,861	298,940
7150 Extra Help Employees	18,110	24,000	47,000
7209 Deferred Compensation	1,986	5,272	2,092
7210 Pensions	89,710	96,015	112,098
7220 Insurances	8,454	8,799	8,451
7240 Health Care	38,212	47,214	45,029
7260 Compensated Absences	43,093	46,652	41,417
7270 Workers' Compensation	6,479	6,917	6,995
7280 Other Benefits	119,667	126,078	126,448
Subtotal Salaries and Benefits	\$ 565,999	\$ 617,808	\$ 688,470
<u>Services and Supplies</u>			
7510 Professional Services	76,848	89,500	79,000
7610 Outside Services	18,248	0	0
7650 Travel, Training, and Mileage	26,608	26,801	28,328
7660 Office Expense	30,296	45,500	27,500
7670 Miscellaneous Expense	7,978	7,850	8,200
7790 Other Materials and Supplies	61	0	0
Subtotal Services and Supplies	\$ 160,039	\$ 169,651	\$ 143,028
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	7,600	0
Subtotal Capital Expenditure	\$ 0	\$ 7,600	\$ 0
Training and Development Total Expenses	\$ 726,038	\$ 795,059	\$ 831,498

Continued next page...

Human Resources and Organizational Development

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Risk Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	459,412	449,497	488,416
7150 Extra Help Employees	0	12,000	0
7209 Deferred Compensation	14,526	16,929	14,656
7210 Pensions	167,848	166,899	180,270
7220 Insurances	13,836	15,607	14,185
7240 Health Care	92,734	101,217	111,926
7260 Compensated Absences	54,646	81,637	67,668
7270 Workers' Compensation	11,347	12,864	12,250
7280 Other Benefits	27,068	25,688	26,887
Subtotal Salaries and Benefits	\$ 841,417	\$ 882,338	\$ 916,258
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,919	7,510	7,034
7660 Office Expense	3,119	3,588	3,588
7670 Miscellaneous Expense	1,510	1,450	1,450
Subtotal Services and Supplies	\$ 10,548	\$ 12,548	\$ 12,072
Risk Management Total Expenses	\$ 851,965	\$ 894,886	\$ 928,330
Workforce Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	252,114	246,958	268,783
7209 Deferred Compensation	29,009	30,021	28,859
7210 Pensions	96,154	94,192	102,045
7220 Insurances	6,851	7,846	7,894
7240 Health Care	37,375	40,864	42,769
7260 Compensated Absences	33,437	44,850	37,240
7270 Workers' Compensation	6,427	10,317	6,938
7280 Other Benefits	17,427	23,656	24,339
Subtotal Salaries and Benefits	\$ 478,794	\$ 498,704	\$ 518,867
<u>Services and Supplies</u>			
7510 Professional Services	0	200,000	0
7650 Travel, Training, and Mileage	6,141	10,780	8,582
7660 Office Expense	1,728	1,700	1,000
7670 Miscellaneous Expense	398	1,510	1,535
7790 Other Materials and Supplies	140	2,000	2,000
Subtotal Services and Supplies	\$ 8,407	\$ 215,990	\$ 13,117
Workforce Development Total Expenses	\$ 487,201	\$ 714,694	\$ 531,984

Continued next page...

Human Resources and Organizational Development

Department Expenses

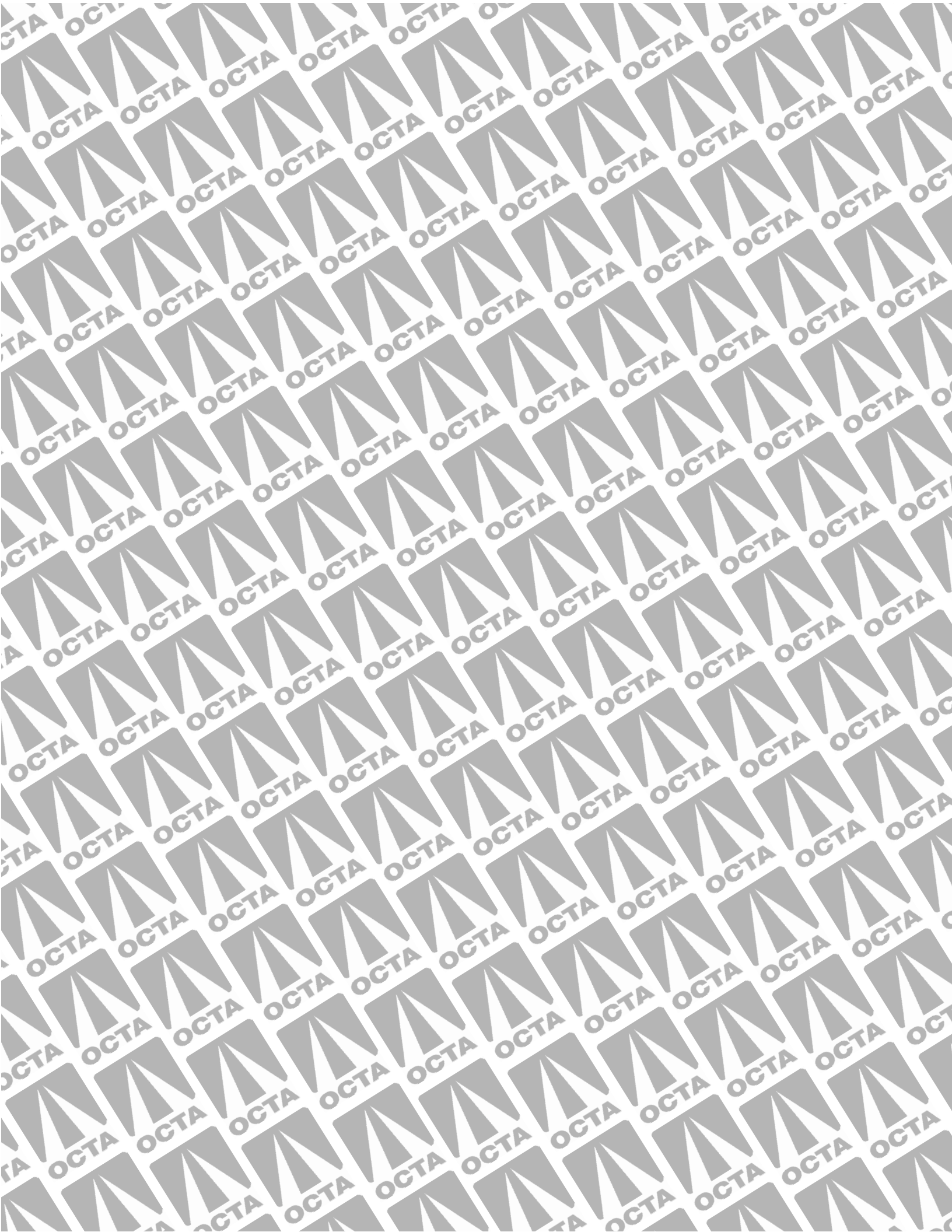
Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Labor and Employee Relations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	399,590	389,176	433,069
7150 Extra Help Employees	25,061	43,000	28,000
7209 Deferred Compensation	9,502	10,250	10,248
7210 Pensions	150,452	145,167	160,336
7220 Insurances	12,804	13,112	12,548
7240 Health Care	57,042	74,264	74,349
7260 Compensated Absences	49,821	70,406	59,791
7270 Workers' Compensation	10,319	11,911	11,137
7280 Other Benefits	18,317	22,132	23,732
Subtotal Salaries and Benefits	\$ 732,908	\$ 779,418	\$ 813,210
<u>Services and Supplies</u>			
7510 Professional Services	6,768	31,600	32,400
7610 Outside Services	10,926	10,000	10,000
7640 Utilities	46	0	0
7650 Travel, Training, and Mileage	1,198	5,907	7,854
7660 Office Expense	3,767	5,200	5,500
7670 Miscellaneous Expense	10,005	11,550	11,610
Subtotal Services and Supplies	\$ 32,710	\$ 64,257	\$ 67,364
Labor and Employee Relations Total Expenses	\$ 765,618	\$ 843,675	\$ 880,574
Management Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	109,907	108,689	0
7150 Extra Help Employees	10,855	15,000	0
7209 Deferred Compensation	48	2,414	0
7210 Pensions	41,669	40,809	0
7220 Insurances	3,720	3,352	0
7240 Health Care	26	2,400	0
7260 Compensated Absences	14,373	19,739	0
7270 Workers' Compensation	2,920	8,171	0
7280 Other Benefits	2,561	6,217	0
Subtotal Salaries and Benefits	\$ 186,079	\$ 206,791	\$ 0
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	69	1,500	0
7660 Office Expense	0	150	0
Subtotal Services and Supplies	\$ 69	\$ 1,650	\$ 0
Management Services Total Expenses	\$ 186,148	\$ 208,441	\$ 0

Continued next page...

Human Resources and Organizational Development

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Safety			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	428,841	499,214	548,984
7150 Extra Help Employees	23,236	35,832	36,832
7209 Deferred Compensation	6,004	10,519	7,803
7210 Pensions	160,216	186,199	204,005
7220 Insurances	15,106	16,170	15,664
7240 Health Care	74,141	88,034	84,099
7260 Compensated Absences	64,832	90,664	76,061
7270 Workers' Compensation	11,662	13,321	12,589
7280 Other Benefits	32,079	33,728	35,579
Subtotal Salaries and Benefits	\$ 816,117	\$ 973,681	\$ 1,021,616
<u>Services and Supplies</u>			
7510 Professional Services	148,625	252,526	282,528
7610 Outside Services	4,418	17,756	14,671
7650 Travel, Training, and Mileage	5,876	17,129	17,161
7660 Office Expense	5,194	7,104	7,104
7670 Miscellaneous Expense	13,187	25,289	31,889
7690 Leases	3,283	3,182	3,280
7790 Other Materials and Supplies	25,360	23,200	23,719
Subtotal Services and Supplies	\$ 205,943	\$ 346,186	\$ 380,352
Safety Total Expenses	\$ 1,022,060	\$ 1,319,867	\$ 1,401,968





MAY 8/13

Orange County Transportation Authority

7318

octa
YOUR WHEELS

TOWN CENTER

MaxMara

IUCV

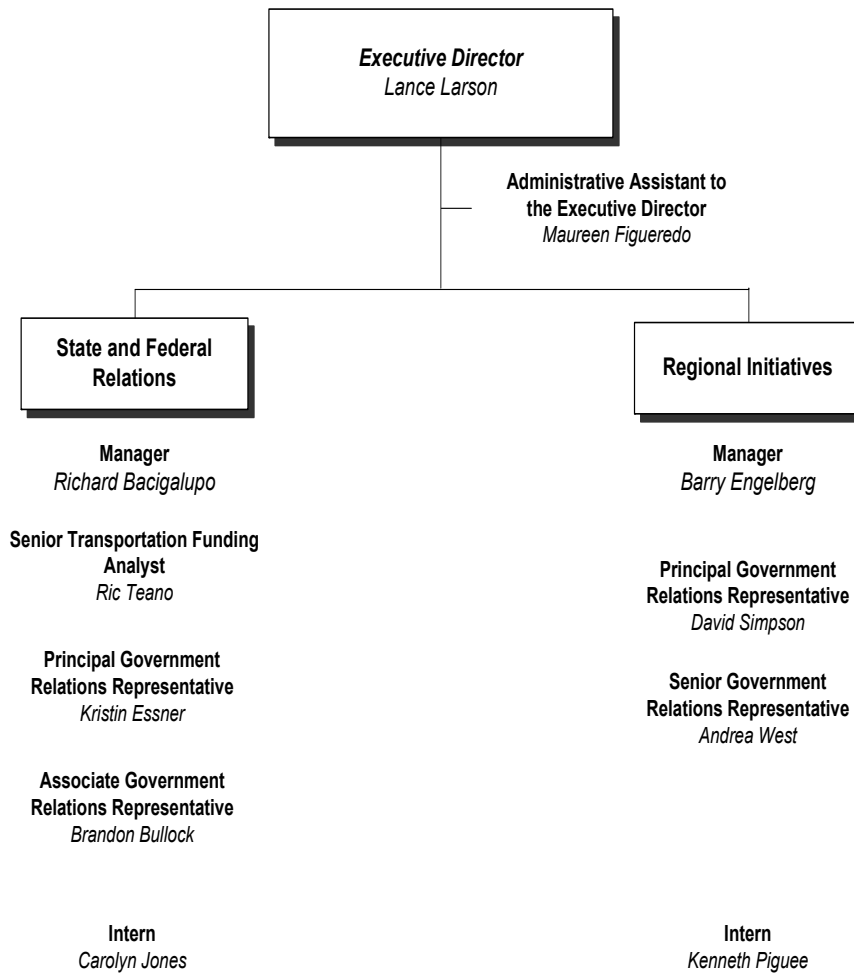
NO STOPPING ANY TIME

OCTA
636-RIDE

Government Relations

Division Organizational Chart

**Orange County Transportation Authority
Government Relations Division**



Division Overview

The Government Relations Division serves as OCTA's liaison with Members of the California State Legislature, the United States Congress, and regional elected officials. In addition, the division is responsible for developing and maintaining a competitive and proactive grant funding program.

Organization

The **Executive Director** of Government Relations is responsible for providing management direction to Federal, State, and Regional Government relations, as well as the Grants department, while developing programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The Executive Director's primary responsibilities include protecting and advancing OCTA's interests at the federal, state, and regional levels, establishing and executing strategic plan initiatives, and fostering an environment conducive to employee development. The Executive Director and staff actively seek OCTA Executive Management and OCTA Board Member participation where appropriate in advancing its mission.

The **State and Federal Relations Department** serves as OCTA's liaison with Members of the California State Legislature and the United States Congress. The department is responsible for securing state and federal funding, influencing legislative and regulatory actions, and assisting in the development and execution of the OCTA Board of Directors approved legislative agendas for Sacramento and Washington D.C. Following the adoption of the annual state and federal legislative platforms, the department works to promote transportation needs, funding priorities, and policies that enable OCTA to provide the most advantageous mix of programs and services to fit the needs of the county and maximize the return of state and federal funding to OCTA. The department works with state and federal agencies, state and national advocacy groups, transit operators, environmental advocates, labor leaders, business advocacy groups, and other industry stakeholders to advance policies, programs, industry-wide legislative and regulatory actions that benefit Orange County.

The **Grants Department** is responsible for developing and maintaining a competitive and proactive grant funding program that is responsive to the needs of the OCTA. These efforts include maximizing feasible funding opportunities from all grant resources, promoting the favorable formulation of grant-related legislation and rule making, and serving as the OCTA's primary point of contact with funding agencies. The department is responsible for timely grant applications, performance of awarded grants, and the responsible use of grant revenues.

The **Regional Initiatives Department** serves as the liaison between OCTA and Orange County cities, the County of Orange, other special districts and Southern California's regional stakeholders charged with active coordination of planning efforts related to local and regional transportation initiatives. Working with all Orange County local jurisdictions and regional partners, this function coordinates the integration of policies and projects from the Long Range Transportation Plan (LRTP) with Los Angeles, Riverside, San Bernardino, Ventura, Imperial, and San Diego Counties.

OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California which are the Southern California Association of Government and the San Diego Association of Governments. These initiatives address key multicounty mobility and coordination issues including the movement of goods from the ports of Los Angeles and Long Beach through the region including Orange County; development of regional policies for operation and management of carpool and/or managed lanes; and implementation of sub-regional programs, such as the Four Corners Economic Development Summit. The objective is to ensure intercounty cooperation on transportation proposals facilities and advocacy for Orange County interests and priorities.

The Regional Initiatives Department closely collaborates on OCTA's state and federal initiatives, helping to facilitate, promote, develop, and implement OCTA's priorities, programs, projects, and services. The success of this effort is tied to constant communication with Orange County agencies as they consider various transportation issues locally.

Accomplishments Fiscal Year 2013-14

- Secured regional support for OCTA legislative positions on a range of transportation reauthorization issues, working closely with the Southern California Legislative Roundtable.
- Secured unprecedented legislative authority for the use of the design-build project delivery procurement method for projects on the state highway system until 2024, including for the Interstate 405 Improvement Project.
- Created a path forward to allow continued receipt of federal transit funding grants previously held up due to challenges to state pension reforms based on federal 13(c) collective bargaining protections.
- Legislatively clarified that regional bikeway plans in urban areas are exempt from the California Environmental Quality Act (CEQA), allowing expedited delivery of projects delivered pursuant to those plans.

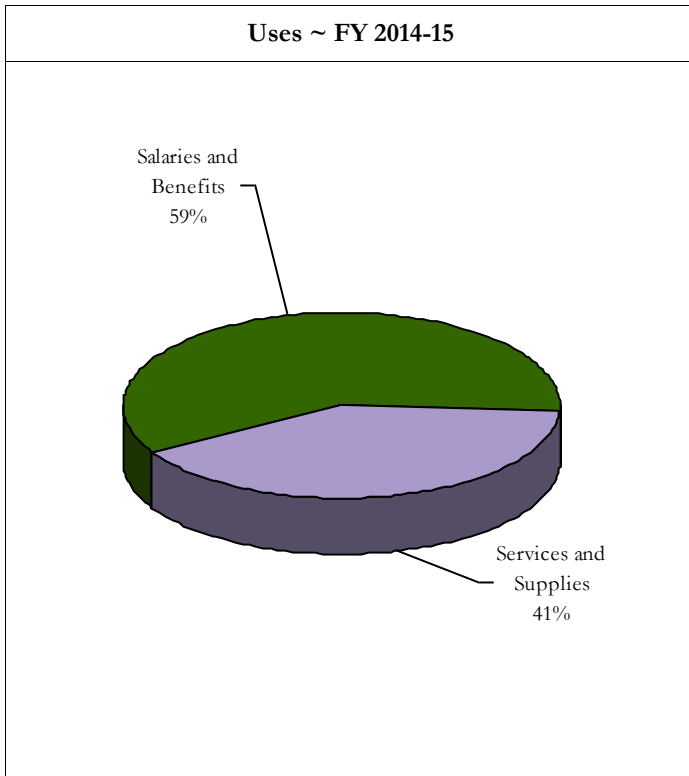
Accomplishments Fiscal Year 2013-14 (continued)

- Provided federal and state legislative support to LOSSAN joint powers authority transition activities.
- Worked with Metrolink and other regional entities in the negotiation of a change in the transit industry position to advocate for implementation of Positive Train Control for commuter and intercity passenger rail within current statutory deadlines.
- Coordinated a regional and state response to unreasonable and confusing federal Buy America requirements, resulting in temporary regulatory relief.
- Ensured that funding streams provided by the state for transit, highways, and local streets and roads were protected to comply with the terms of Propositions 22 and 26.
- Advocated for a reasonable, flexible, economically viable and balanced approach as regulations and follow up legislation to AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008) were considered.
- Successfully developed over \$238 million in grant requests from a variety of federal, state, and local sources. Of these requests \$9 million were pursued through competitive grant programs. Over \$124 million in grants have been awarded for fiscal year 2013-14.
- Worked with I-405 project team to engage corridor cities and stakeholders in the process of the Board of Directors prior to the recommendation of a Locally Preferred Alternative.
- Engaged in briefings with city elected officials and staff on each of OCTA's active construction projects Supported OCCOG Board of Directors and Executive Director per administrative agreement.
- Continue to pursue grant opportunities seeking the widest feasible sources for OCTA transportation initiatives and match grant programs with OCTA activities and needs.
- Advocate for the advancement and funding of the fixed guideway new start projects.
- Protect legislative authority to allow the use of design-build authority for the Interstate 405 Improvement Project.
- Support efforts to implement the provisions of MAP-21 in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions.
- Advocate for programs and policies that allow OCTA to deliver its projects and services, maintaining local control to ensure that services are delivered in the most efficient and effective manner.
- Advocate for reasonable and cost-sensitive implementation of zero-emission bus regulations. Continue to support efforts to bring federal and state road and highway regulations related bus vehicle weight into conformity with current vehicles and requirements.
- Implement city outreach activities with OCTA Board of Directors and executive management regarding the M2 Program, increase awareness of OCTA local agency grant programs.
- Collaborate with regional stakeholders to expand CEQA process improvements for all modes of transportation projects.
- Ensure that regional goods movement policy and funding issues are addressed in any new federal transportation reauthorization legislation.
- Collaborate with regional stakeholders on various policy areas such as the implementation of the cap and trade program and seek to align revenues with transportation projects.

Goals Fiscal Year 2014-15

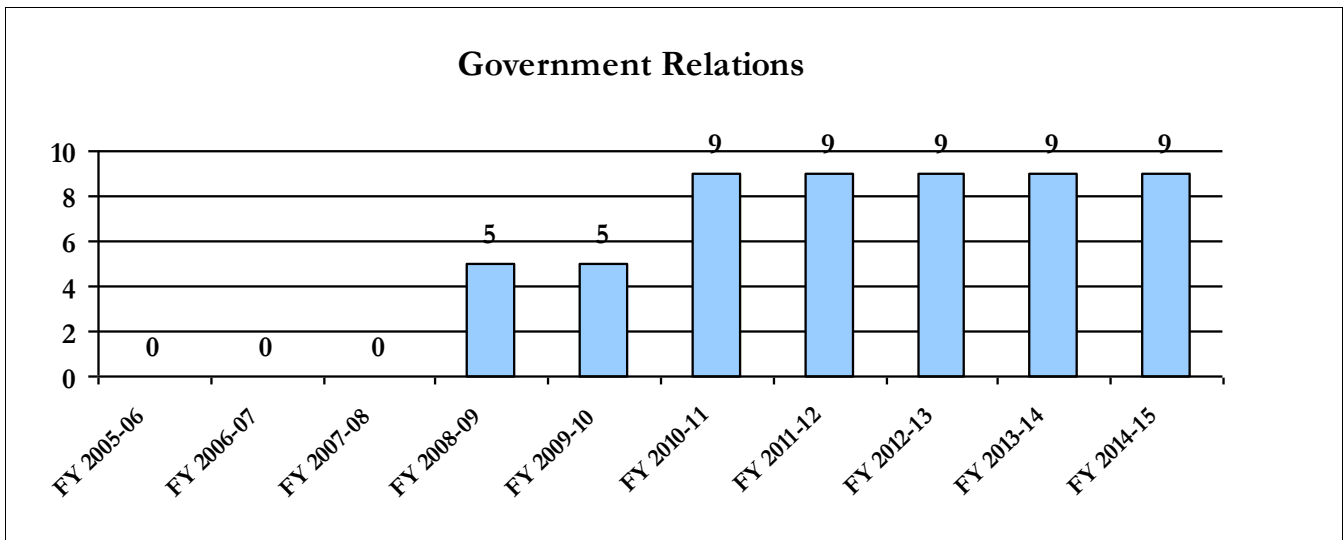
- Advocate for the ongoing implementation of the Breaking Down Barriers initiative at the state and federal legislative, regulatory and policy levels.
- Support a resolution to the Highway Trust Fund insolvency issue which is fair, fiscally responsible, and economically sustainable.
- Continue to provide federal and state advocacy for the transition of LOSSAN operating authority to the new joint powers authority structure.
- Support legislative and regulatory efforts to successfully resolve the ability of national labor organizations to freeze pending OCTA federal grants as a result of enacted state pension reform legislation.
- Advocate for transportation reauthorization legislation which provides a stable and reliable source of multi-year funding, and provides a fair share of funding to Orange County.

Government Relations



Uses	Amount
Salaries and Benefits	\$ 1,689,048
Services and Supplies	1,171,424
Total Uses	\$ 2,860,472

Staffing Plan



Government Relations

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Director, Government Relations	9	9	9
Total Government Relations	9	9	9

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Director, Government Relations</u>			
Administrative Assistant	1	1	1
Department Manager	2	1	1
Director	1	1	1
Government Relations Representative	4	4	4
Grants Technician	1	0	0
Program Manager	0	1	1
Transportation Analyst	0	1	1
Subtotal Director, Government Relations	9	9	9
Total Government Relations	9	9	9

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	761,035	841,139	908,513
7150 Extra Help Employees	25,339	30,000	30,000
7209 Deferred Compensation	33,737	37,149	36,828
7210 Pensions	274,958	315,339	339,288
7220 Insurances	23,727	27,115	26,219
7240 Health Care	115,522	122,708	136,175
7260 Compensated Absences	91,576	152,760	125,872
7270 Workers' Compensation	19,492	57,128	21,043
7280 Other Benefits	48,762	63,165	65,110
Subtotal Salaries and Benefits	\$ 1,394,148	\$ 1,646,503	\$ 1,689,048
<u>Services and Supplies</u>			
7510 Professional Services	1,562,926	110,000	1,089,000
7610 Outside Services	0	1,500	1,500
7640 Utilities	0	0	0
7650 Travel, Training, and Mileage	33,711	35,210	35,429
7660 Office Expense	3,848	9,100	8,450
7670 Miscellaneous Expense	31,536	38,800	36,245
7790 Other Materials and Supplies	412	1,500	800
Subtotal Services and Supplies	\$ 1,632,433	\$ 196,110	\$ 1,171,424
Total Uses	\$ 3,026,581	\$ 1,842,613	\$ 2,860,472

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
300 Director, Government Relations	1,394,148	1,646,503	1,689,048
Subtotal Salaries and Benefits	\$ 1,394,148	\$ 1,646,503	\$ 1,689,048
<u>Services and Supplies</u>			
300 Director, Government Relations	1,632,433	196,110	1,171,424
Subtotal Services and Supplies	\$ 1,632,433	\$ 196,110	\$ 1,171,424
Total Expenses	\$ 3,026,581	\$ 1,842,613	\$ 2,860,472

Government Relations

Department Expenses

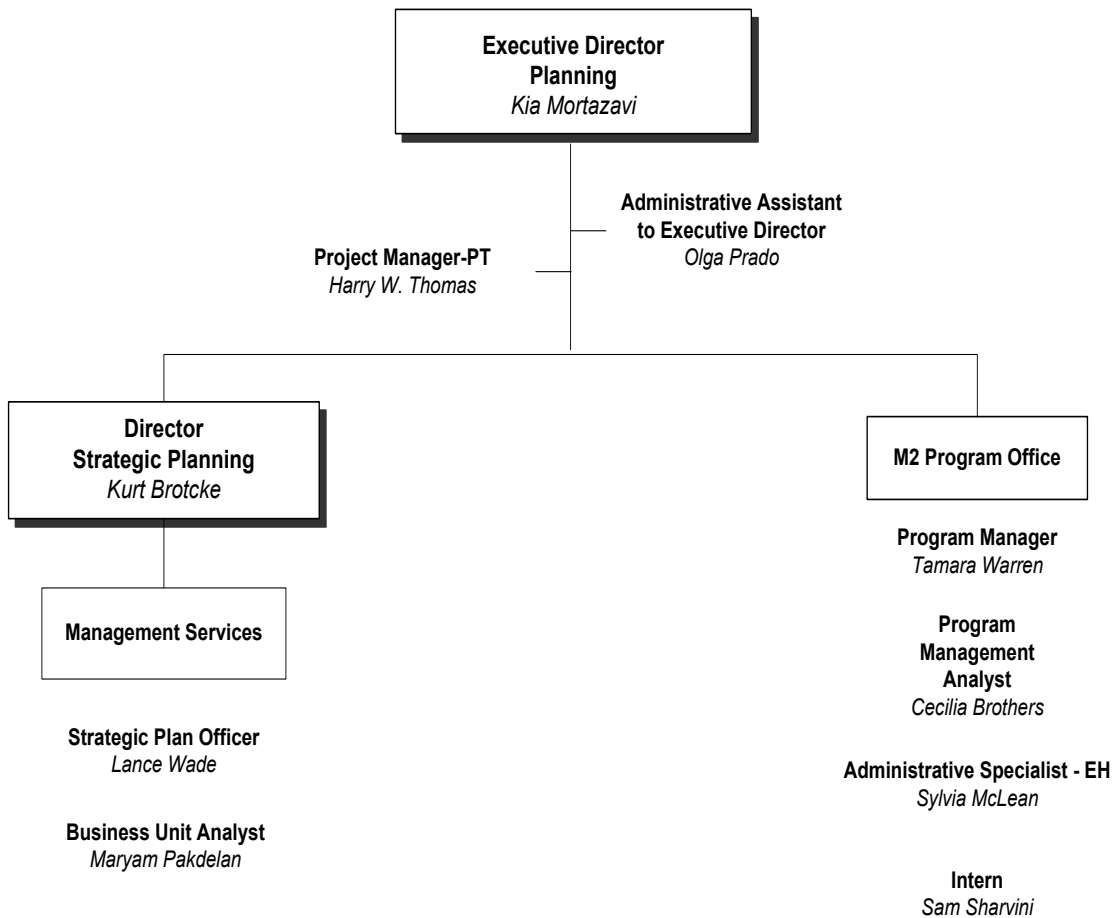
Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Director, Government Relations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	761,035	841,139	908,513
7150 Extra Help Employees	25,339	30,000	30,000
7209 Deferred Compensation	33,737	37,149	36,828
7210 Pensions	274,958	315,339	339,288
7220 Insurances	23,727	27,115	26,219
7240 Health Care	115,522	122,708	136,175
7260 Compensated Absences	91,576	152,760	125,872
7270 Workers' Compensation	19,492	57,128	21,043
7280 Other Benefits	48,762	63,165	65,110
Subtotal Salaries and Benefits	\$ 1,394,148	\$ 1,646,503	\$ 1,689,048
<u>Services and Supplies</u>			
7510 Professional Services	1,562,926	110,000	1,089,000
7610 Outside Services	0	1,500	1,500
7650 Travel, Training, and Mileage	33,711	35,210	35,429
7660 Office Expense	3,848	9,100	8,450
7670 Miscellaneous Expense	31,536	38,800	36,245
7790 Other Materials and Supplies	412	1,500	800
Subtotal Services and Supplies	\$ 1,632,433	\$ 196,110	\$ 1,171,424
Director, Government Relations Total Expenses	\$ 3,026,581	\$ 1,842,613	\$ 2,860,472

Planning



Division Organization Chart

**Orange County Transportation Authority
Planning Division**



Division Overview

OCTA's Planning Division is responsible for developing future transportation solutions and securing funding for projects in collaboration with local and regional transportation agencies, while ensuring adherence to Measure M2 (M2) requirements and compliance with state and federal mandates. Underpinning this work effort is the stated mission of the Planning Division: to provide planning and programming for transportation projects that meet the mobility needs of Orange County, consistent with the OCTA Strategic Plan.

Critical planning and programming tasks are carried out through the three core functions of the Planning Division:

- The Planning function brings a multi-disciplinary team together to plan for major new projects and programs. Additionally, this team provides analytic support such as environmental review, transportation modeling, traffic signal synchronization, and geographic information system capabilities for other OCTA divisions and outside agencies (e.g., Orange County cities).
- The Programming function recommends funding for major new projects and programs – through M2 competitive programs, as well as with state and federal funds.
- The Program Management function ensures compliance with the M2 Ordinance, including leading the required periodic reviews and development of plan adjustments.

Organization

The **Executive Director** of Planning sets the direction for, and leads the Planning, Programming, and Program Management efforts, as well as coordinates supporting activities with other OCTA divisions and external parties.

The **Strategic Planning Department** identifies major new projects and programs and recommends funding for their implementation. This involves broad-scale information gathering, problem definition, alternatives development and evaluation, and an emphasis on the future implications of present decisions. In addition to planning for freeways, streets and roads, transit, bikeway, and environmental initiatives, this department provides analytic support for the overall agency. Strategic Planning recommends the long-range vision for mobility for OCTA. This allows OCTA to plan projects (transit line, highway projects, or street or bikeway projects) that consider possible locations, timing, modes, and fund sources.

The Strategic Planning Department is also responsible for providing leadership, direction, planning, administration, and oversight for the development, implementation, and maintenance of the OCTA Strategic Plan, the Board Chairman Initiatives, as well as the CEO Initiatives and Action Plan.

The Management Services Section is responsible for strategic and business process improvements, performance metrics, and reporting of metrics to all stakeholders on a monthly, quarterly, and annual basis.

The **Long-Range Planning and Corridor Studies** section is responsible for long-range regional transportation planning efforts and developing transportation project concepts (from inception through preliminary engineering) for specific corridors and subareas of the County. These work efforts include coordination with stakeholders to develop priorities for transportation infrastructure improvements, as well as completion of necessary environmental and technical details to qualify specific projects for local, state, and federal funds. The section's major work activities include:

- Developing and maintaining OCTA's Long-Range Transportation Plan (LRTP) - OCTA's vision for Orange County's transportation system.
- Ensuring regional (multi-county) plans are consistent with OCTA policies and priorities.
- Coordinating with the Orange County Council of Governments on the Sustainable Communities Strategy and other regional issues.
- Working with the Southern California Association of Governments (SCAG) on the development of the Regional Transportation Plan (RTP) to ensure that OCTA's projects and policies are incorporated and allow OCTA to address regional issues such as AB-32 and SB-375.
- Coordinating with local/regional, state, and federal agencies on air quality monitoring and air quality conformity issues, consistent with the Clean Air Act.
- Coordinating with local/regional, state, and federal agencies on highway and multimodal corridor planning studies.
- Preparing conceptual engineering and planning studies - including the California Department of Transportation's (Caltrans) Project Study Report/Project Development Support (PSR/PDS) documents for subsequent policy decisions and project development phases.
- Managing the Master Plan of Arterial Highways (MPAH) Program to promote an integrated countywide arterial highway system.
- Administering the Congestion Management Program, including conducting biennial traffic counts and reporting to local/regional, state, and federal agencies.
- Performing extensive review of environmental documents to ensure the section's policies, programs, and projects are incorporated into local, state, and regional planning activities.

Division Organization (continued)

The **Transit and Non-Motorized Planning** section develops plans and strategies for near-term transit service improvements as well bikeway needs. In support of fixed-route transit, this section is responsible for developing and updating the Short-Range Transit Plan and Bus Capital Plans. In support of non-motorized transportation, the section conducts regional bikeway studies. The section also prepares the related project definition studies and implementation plans for the above mentioned efforts. To fill its roles, this group works with outside transit agencies, transit advocacy, bikeway advocacy, and local jurisdictions.

The **Project Development and Environmental Programs** section is responsible for two M2 environmental programs, specifically implementing the Freeway Environmental Mitigation Program and Environmental Cleanup Program (Project X). This group also provides environmental expertise and support services to the other OCTA divisions as resources permit.

The Freeway Environmental Mitigation Program's goals and objectives are to facilitate streamlining the biological resources permitting process for the M2 freeway projects through early acquisition and restoration of select open-space properties in collaboration with state and federal resources. This section also oversees Project X, which provides funding to Orange County cities to supplement efforts that address impacts of urban runoff on the water quality of Orange County's coast, bays, and waterways.

This section is responsible for the OCTA Freeway Retrofit Soundwall Program and, in conjunction with the Long-Range Planning and Corridor Studies section, is working to complete several conceptual engineering and planning studies for the M2 freeway projects. This section also provides guidance and support to other divisions to comply with state and federal environmental laws.

The **Regional Modeling and Traffic Operations** section uses state-of-the-practice analysis tools to simulate the "real world" transportation system and assess the benefits and impacts of potential transportation solutions. Computer models are used to predict future travel patterns in response to changes in the transportation system, regional development, and demographics. The regional modeling group develops transit ridership and traffic forecasts for major transportation planning and project development activities. The traffic operations group is responsible for implementing multi-jurisdictional regional traffic signal synchronization projects. Important aspects of this responsibility involve leading the implementation of multi-agency signal synchronization efforts and oversight of the M2 competitive grants for the

Regional Traffic Signal Synchronization Program.

The **Geographic Information Systems (GIS)** section employs information technology to deliver analytical maps and information products to support the Planning Division and numerous other business functions throughout OCTA. In addition to maps and information products, the GIS section automates and streamlines repetitive and time-consuming data analysis business processes. This leads to the creation of planning and monitoring products that are not otherwise available. GIS maintains the official inventory of the MPAH, supports M2 programs such as the Freeway Environmental Mitigation Program and traffic signal synchronization projects, as well as provides support to other major OCTA functions including the rail service expansion, Transit Planning, Marketing, and Outreach Departments, as well as many other functional areas by providing timely access to customized technical data and information products.

The **Measure M Local Programs** section develops, implements, and administers the M2 grant programs for streets and roads (Projects O, P, and Q), Transit Extensions to Metrolink (Project S), Community-Based Transit/ Circulators (Project V), Safe Transit Stops (Project W), and assists in the administration of Project X. Activities include the commitment of local transportation sales tax funds to competitively-selected projects. Once funds are committed, the local programming function makes certain the projects are delivered consistent with the approved scope and schedule of the project. This effort includes reviewing initial eligibility requirements prior to award of funds, and project review after completion to ensure funds were appropriately expended. Lastly, this section is responsible for ensuring that local jurisdictions meet eligibility requirements for funding as required by Ordinance No. 3.

The **State/Federal Programs** section identifies projects through the transportation planning process, and programs state and federal funds to maximize their use to implement the highways, rail, bus, and streets and roads projects. Generally, transportation programming is the commitment of state and federal transportation funds over a multi-year period to particular projects and phases of implementation. Separate programming documents that consolidate various programming commitments, prepared and adopted for different purposes, are required under state and federal law. Once funds are committed, the programming function works with the Capital Programs Division to ensure that the projects are delivered consistent with commitments to the scope and schedule of the project, officially permitted uses, timely use of funds, and regulatory matters. This section

Division Organization (continued)

plays the lead role in identifying, pursuing, and securing new state and federal funds such as federal stimulus and state Proposition 1B funds.

Another primary function of the department is administration of state and federal transportation funding programs through the Federal Transportation Improvement Program, submittal of grant applications, and acting as the Regional Transportation Planning Agency and liaison to the California Transportation Commission.

The **Measure M Program Management Office (PMO)** Department is committed to ensuring OCTA fulfills the promises made in Measure M, including project and program activities of M2 and closeout activities of Measure M1, consistent with the requirements of OCTA’s constituents and stakeholders. This means not only completing the projects described in the M2 Transportation Investment Plan, but adhering to numerous specific requirements and high standards of quality and transparency called for in both Measures. The PMO is intended to provide unified oversight and action to ensure successful delivery, and serves as the central point of advocacy and information.

While other organizational units within OCTA carry out the M2 Transportation Investment Plan’s individual projects and programs, the PMO monitors and, as appropriate, analyses, assesses, facilitates, coordinates, and reports on M1 and M2 activities and progress. Although the collection of revenues for M1 concluded, the PMO continues to ensure that all reporting on M1 projects and programs continues during the closeout years, which are anticipated to continue through 2015.

The PMO Department supports OCTA’s long-term direction and priorities towards completion of M1 and delivery of M2, and ensures seamless, effective, interdivisional communications and compliance with the M1 and M2 Ordinance.

Accomplishments Fiscal Year 2013-14

- Completed the Draft 2014 LRTP based on significant technical work and public and stakeholder input.
- Developed agency policies related to joint development to optimize integration of transit systems and local land uses.
- Secured Caltrans approval on PSRs for improvements on Interstate 405 and State Route 55, and initiated work on a corridor study of State Route 1 - Pacific Coast Highway.
- Completed analysis and reporting of traffic data on approximately 100 major intersections and 90 corridors

in support of the 2013 Congestion Management Program and updated the Intelligent Transportation Systems (ITS) Strategic Deployment Plan.

- Updated the Short-Range Transit and Bus Capital Plans, completed site selection and conceptual design for Transit Security and Operations Center, and awarded \$10 million of grants for Community-Based Transit/Circulators projects to local agencies.
- Completed development of Bikeway Strategy and Feasibility Studies for Districts 1 and 2, and provided \$6.7 million in grants for bike trail improvement projects across the County.
- Released the conservation plan and environmental document in support of OCTA’s comprehensive approach to mitigate the habitat impacts of M2 freeway projects.
- Awarded \$2.8 million in grants for localized roadway runoff filters, and \$ 10 million for regional urban runoff mitigation systems to better protect Orange County waterways.
- Awarded approximately \$47 million of funding to cities and County of Orange for arterial congestion relief and signal synchronization projects.
- Delivered seven signal synchronization projects on behalf of multiple cities that resulted in significant travel time improvements approximately 90 miles of arterials and 300 signalized intersections.
- Secured \$240 million of state funding towards its \$770 million program of projects through the State Transportation Improvement Program. In addition, received an additional \$6.5 million in “bonus” federal obligation authority in fiscal year (FY) 2013-14 in recognition of OCTA’s record for expedited delivery.
- Completed an M2 Organizational Assessment which identified adjustments to ensure OCTA is organized for successful delivery of the more than \$5 billion M2020 Plan, and developed the draft framework and schedule for the M2 10-year Review.

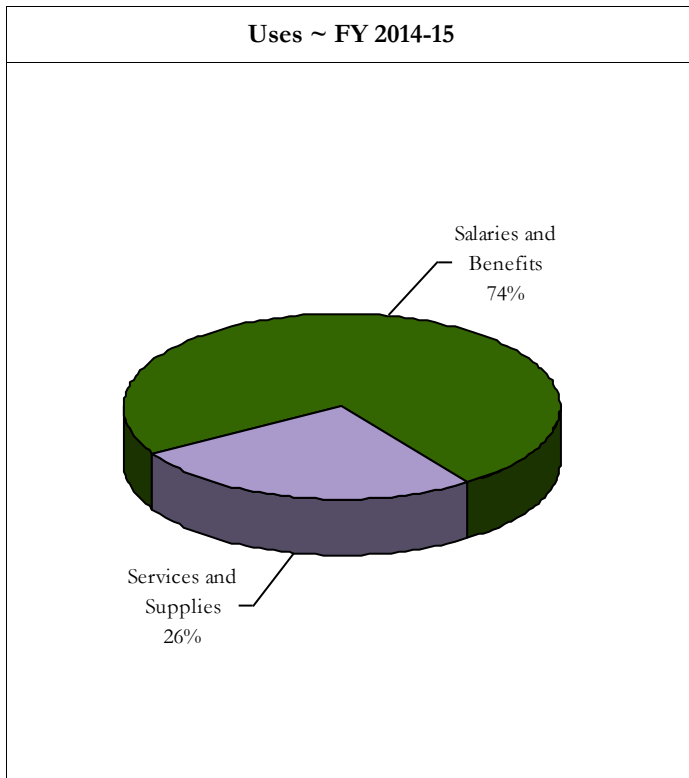
Goals Fiscal Year 2014-15

- Participate in the development of the RTP to ensure OCTA’s priority projects and programs are included, and prepare an action plan to advance the recommendations of the LRTP.
- Initiate planning studies for the Interstate 5 (I-5) high-occupancy vehicle lane extension between Avandia Pico and the San Diego County line, and complete Project Study Reports for Interstate 605,

Goals Fiscal Year 2014-15 (continued)

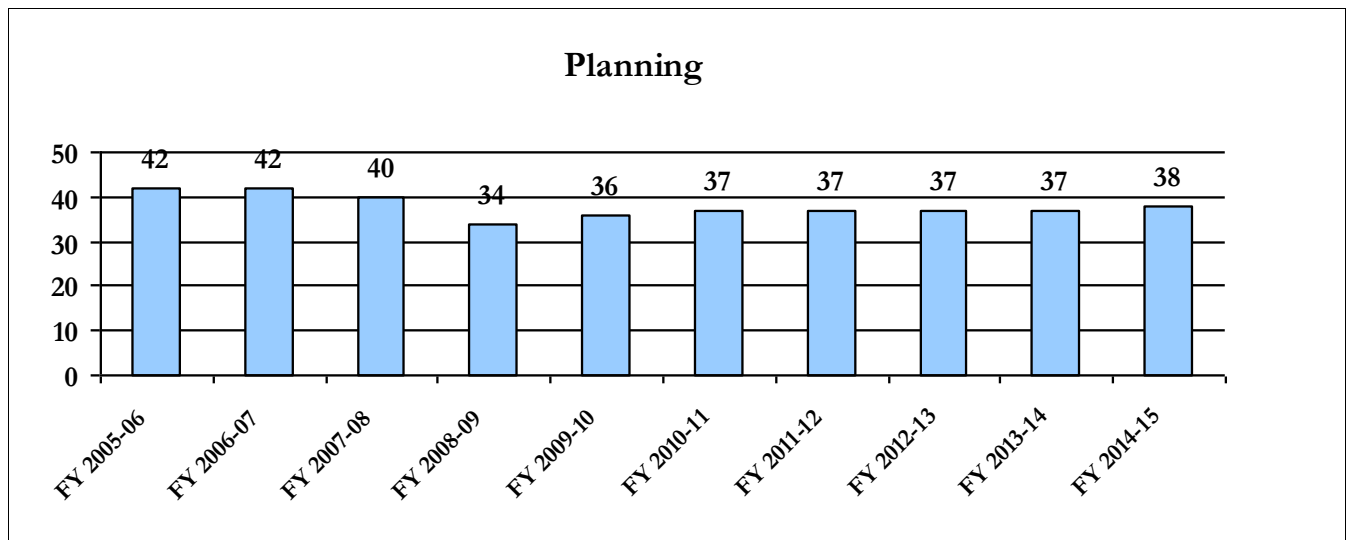
- I-5/El Toro Road and State Route 57 projects.
- Prepare an assessment of high-priority arterial intersections and complete seven signal synchronization projects to ease congestion along major arterial corridors.
- Initiate Harbor Boulevard Transit Study to explore connections between planned fixed-guideway projects and begin awarding grants to local agencies to improve heavily used bus stops.
- Increase involvement in active transportation efforts by identifying a point person, developing an action plan to advance OC Bike Loop projects, advancing OC Bikeways Strategy studies, and making grants available for Bicycle Corridor Improvement projects and Active Transportation projects.
- Complete the Freeway Mitigation Program Natural Community Conservation/Habitat Conservation Plan process, including the associated environmental approval, and release the Resource Management Plans for one of the conservation properties.
- Support efforts to reduce impact of urban runoff on Orange County waterways through technical support and grants.
- Update the M2 Freeway Plan and initiate the M2 10-year Review process.
- Develop obligation plan to maximize use of available federal funds in FY 2014-15, and capture maximum amount of federal funds through “August redistribution.”
- Award approximately \$50 million of funding for regional capacity signal synchronization projects throughout the County as part of the FY 2015 call for projects.
- Continue efforts to improve efficiencies by refining internet-based data collection systems that support the M2 Program (e-Capital Improvement Program, and implementing a comprehensive state/federal programming database for project and award tracking).
- Enhance inter-divisional program controls efforts to augment current intra-divisional Project Controls activities.

Planning



Uses	Amount
Salaries and Benefits	\$ 6,030,528
Services and Supplies	2,167,447
Total Uses	\$ 8,197,975

Staffing Plan



Planning

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Executive Director, Planning	3	4	4
Director, Strategic Planning	4	3	4
Planning and Analysis	21	21	21
Capital and Local Programs	9	9	9
Total Planning	37	37	38

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Director, Planning</u>			
Administrative Assistant	1	1	1
Department Manager	0	1	1
Executive Director	1	1	1
Programmer Analyst	0	1	1
Project Manager	1	0	0
Subtotal Executive Director, Planning	3	4	4
<u>Director, Strategic Planning</u>			
Administrative Assistant	1	1	1
Department Manager	1	0	0
Director	1	1	1
Project Manager	1	1	1
Strategic Plan Officer	0	0	1
Subtotal Director, Strategic Planning	4	3	4
<u>Planning and Analysis</u>			
Department Manager	1	1	1
Project Manager	2	3	3
Section Manager	4	4	4
Traffic Engineer	1	0	0
Transportation Analyst	13	13	13
Subtotal Planning and Analysis	21	21	21
<u>Capital and Local Programs</u>			
Department Manager	1	1	1
Office Specialist	1	1	1
Section Manager	3	3	3
Transportation Analyst	4	4	4
Subtotal Capital and Local Programs	9	9	9
Total Planning	37	37	38

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,769,913	2,792,401	3,257,872
7150 Extra Help Employees	125,682	169,000	178,000
7209 Deferred Compensation	41,104	64,309	37,149
7210 Pensions	875,466	1,045,471	1,213,869
7220 Insurances	88,360	94,830	94,263
7240 Health Care	408,507	469,789	504,892
7260 Compensated Absences	322,727	506,961	451,232
7270 Workers' Compensation	70,935	77,357	79,728
7280 Other Benefits	138,932	190,124	213,523
Subtotal Salaries and Benefits	\$ 4,841,626	\$ 5,410,242	\$ 6,030,528
<u>Services and Supplies</u>			
7510 Professional Services	971,227	2,301,895	1,972,000
7610 Outside Services	4,060	0	0
7650 Travel, Training, and Mileage	25,843	44,307	45,652
7660 Office Expense	8,049	15,568	17,168
7670 Miscellaneous Expense	5,445	16,499	17,627
7790 Other Materials and Supplies	0	0	50,000
7830 Contributions to Other Agencies	109,808	0	65,000
Subtotal Services and Supplies	\$ 1,124,432	\$ 2,378,269	\$ 2,167,447
<u>Capital Expenditure</u>			
9080 Construction in Progress	0	0	0
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 0
Total Uses	\$ 5,966,058	\$ 7,788,511	\$ 8,197,975

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
400 Executive Director, Planning	617,480	768,858	847,612
401 Director, Strategic Planning	639,162	483,508	814,825
402 Planning and Analysis	2,556,475	3,030,076	3,176,277
404 Capital and Local Programs	1,028,509	1,127,800	1,191,814
Subtotal Salaries and Benefits	\$ 4,841,626	\$ 5,410,242	\$ 6,030,528
<u>Services and Supplies</u>			
400 Executive Director, Planning	2,929	3,740	3,110
401 Director, Strategic Planning	17,546	18,547	18,585
402 Planning and Analysis	927,493	2,108,021	1,890,704
404 Capital and Local Programs	176,464	247,961	255,048
Subtotal Services and Supplies	\$ 1,124,432	\$ 2,378,269	\$ 2,167,447
Total Expenses	\$ 5,966,058	\$ 7,788,511	\$ 8,197,975

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director, Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	362,863	391,126	447,560
7150 Extra Help Employees	6,748	33,000	34,000
7209 Deferred Compensation	11,416	14,866	11,542
7210 Pensions	95,960	148,815	169,305
7220 Insurances	10,731	12,806	13,402
7240 Health Care	47,650	56,692	65,903
7260 Compensated Absences	27,800	71,034	62,009
7270 Workers' Compensation	9,377	9,049	10,123
7280 Other Benefits	44,935	31,470	33,768
Subtotal Salaries and Benefits	\$ 617,480	\$ 768,858	\$ 847,612
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	2,157	250	400
7660 Office Expense	27	1,500	250
7670 Miscellaneous Expense	745	1,990	2,460
Subtotal Services and Supplies	\$ 2,929	\$ 3,740	\$ 3,110
Executive Director, Planning Total Expenses	\$ 620,409	\$ 772,598	\$ 850,722
Director, Strategic Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	396,123	250,503	453,684
7150 Extra Help Employees	0	0	15,000
7209 Deferred Compensation	14,258	10,540	10,610
7210 Pensions	88,554	95,505	170,290
7220 Insurances	11,213	8,402	13,565
7240 Health Care	40,876	38,214	40,726
7260 Compensated Absences	36,996	45,493	62,855
7270 Workers' Compensation	10,039	11,354	13,991
7280 Other Benefits	41,103	23,497	34,104
Subtotal Salaries and Benefits	\$ 639,162	\$ 483,508	\$ 814,825
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	9,185	7,161	6,885
7660 Office Expense	7,453	10,261	10,650
7670 Miscellaneous Expense	908	1,125	1,050
Subtotal Services and Supplies	\$ 17,546	\$ 18,547	\$ 18,585
Director, Strategic Planning Total Expenses	\$ 656,708	\$ 502,055	\$ 833,410

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,435,839	1,579,039	1,732,719
7150 Extra Help Employees	73,654	68,000	59,000
7209 Deferred Compensation	12,560	26,930	14,084
7210 Pensions	495,621	587,261	641,741
7220 Insurances	46,494	52,631	49,507
7240 Health Care	236,847	288,416	291,410
7260 Compensated Absences	184,824	286,780	240,066
7270 Workers' Compensation	36,490	40,479	39,390
7280 Other Benefits	34,146	100,540	108,360
Subtotal Salaries and Benefits	\$ 2,556,475	\$ 3,030,076	\$ 3,176,277
<u>Services and Supplies</u>			
7510 Professional Services	797,403	2,071,895	1,737,000
7650 Travel, Training, and Mileage	8,106	23,095	24,249
7660 Office Expense	556	3,507	4,468
7670 Miscellaneous Expense	2,628	9,524	9,987
7790 Other Materials and Supplies	0	0	50,000
7830 Contributions to Other Agencies	118,800	0	65,000
Subtotal Services and Supplies	\$ 927,493	\$ 2,108,021	\$ 1,890,704
Planning and Analysis Total Expenses	\$ 3,483,968	\$ 5,138,097	\$ 5,066,981
Capital and Local Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	575,088	571,733	623,909
7150 Extra Help Employees	45,280	68,000	70,000
7209 Deferred Compensation	2,870	11,973	913
7210 Pensions	195,331	213,890	232,533
7220 Insurances	19,922	20,991	17,789
7240 Health Care	83,134	86,467	106,853
7260 Compensated Absences	73,107	103,654	86,302
7270 Workers' Compensation	15,029	16,475	16,224
7280 Other Benefits	18,748	34,617	37,291
Subtotal Salaries and Benefits	\$ 1,028,509	\$ 1,127,800	\$ 1,191,814
<u>Services and Supplies</u>			
7510 Professional Services	173,824	230,000	235,000
7610 Outside Services	4,060	0	0
7650 Travel, Training, and Mileage	6,395	13,801	14,118
7660 Office Expense	13	300	1,800
7670 Miscellaneous Expense	1,164	3,860	4,130
7830 Contributions to Other Agencies	-8,992	0	0
Subtotal Services and Supplies	\$ 176,464	\$ 247,961	\$ 255,048
Capital and Local Programs Total Expenses	\$ 1,204,973	\$ 1,375,761	\$ 1,446,862

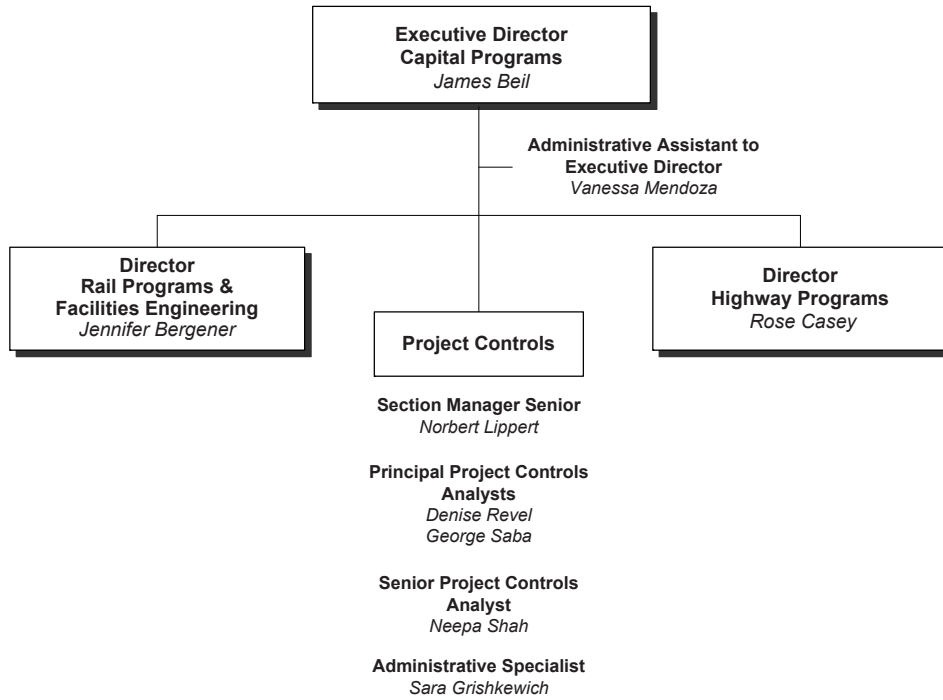


Capital Programs

Division Organization Chart

Orange County Transportation Authority

Capital Programs Division



Division Overview

The Capital Programs Division is responsible for implementing OCTA's highway projects, railroad grade separation projects, rail capital improvement projects, and real estate services for OCTA throughout the county. The program of projects managed by the division includes Measure M1 and M2 along with state and federal funded projects. The division is responsible for project development activities from the initial environmental phase through construction completion. In addition to developing a variety of capital projects, the division is also responsible for improving and expanding passenger rail service in Orange County in cooperation with the Southern California Regional Rail Authority and LOSSAN Joint Powers Authority.

Accomplishments Fiscal Year 2013-14

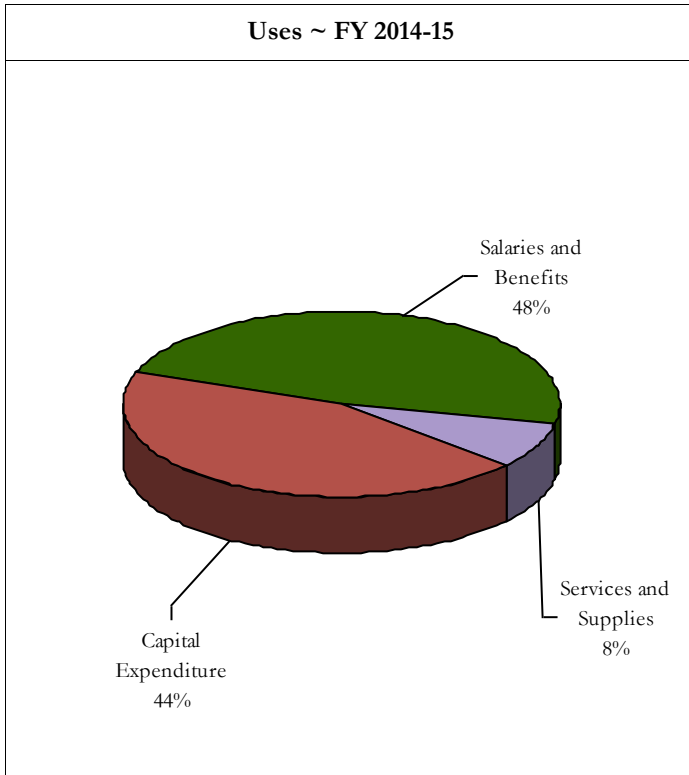
- Completed construction of the two projects to widen northbound State Route 57 (SR-57) between Orangethorpe Avenue and Lambert Road.
- Began construction on the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Began construction on two freeway projects to extend the carpool lane on Interstate 5 (I-5) from San Juan Creek Road to Avenida Vista Hermosa.
- Completed design and right-of-way certification on the carpool lane extension project on I-5 from Avenida Vista Hermosa to Avenida Pico.
- Began construction on the westbound State Route 91(SR-91) widening from State Route 55 (SR-55) to Tustin Avenue.
- Began preliminary design for the Interstate 405 (I-405) Improvement Project.
- Began the environmental approval process for the widening of I-5 from I-405 to SR-55.
- Began the environmental approval process for the widening of SR-91 from SR-57 to SR-55.
- Completed the environmental approval process for the widening of I-5 from State Route 73(SR-73) to El Toro Road.
- Completed construction on the San Clemente Beach Trail Safety Enhancements project.
- Completed the environmental approval process on the Laguna Niguel/San Juan Capistrano railroad passing siding project.
- Completed the environmental approval process and began design on the Laguna Niguel/Mission Viejo Metrolink station ADA Ramps project.

Goals Fiscal Year 2014-15

- Complete environmental approval and begin design on the widening of SR-55 from I-405 to I-5.
- Complete environmental approval and begin design for the addition of the second carpool lane on I-5 from SR-55 to SR-57.
- Complete environmental approval and begin design of the Santa Ana/Garden Grove Fixed Guideway project.
- Begin design on the widening of I-5 from SR-73 to El Toro Road.
- Begin design on the Laguna Niguel/San Juan Capistrano railroad passing siding project.
- Complete construction on the Placentia Avenue and Kraemer Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Complete construction on the Sand Canyon Avenue grade separation project.
- Complete the design on the Orange Metrolink station parking improvement project.
- Complete environmental approval and advertise the I-405 Improvement Project Design-Build contract.
- Begin construction on the carpool lane extension project on I-5 from Avenida Vista Hermosa to Avenida Pico.
- Begin the environmental approval process for five new projects, the I-5/El Toro Road interchange , SR-55 from I-5 to SR-91, I-405 from I-5 to SR-55, I-405 from State Route -133 to University Drive, and the 17th Street grade separation project along the LOSSAN corridor .
- Complete construction of the project to widen northbound SR-57 from Katella Avenue to Lincoln Avenue.
- Complete construction of the I-405/State Route 22 and I-405/Interstate-605 HOV Connector projects.
- Begin construction on the Laguna Niguel/Mission Viejo Metrolink station ADA Ramps project.
- Complete environmental approval of the Anaheim Rapid Connection project.
- Complete construction of the Anaheim Regional Transportation Intermodal Center project.

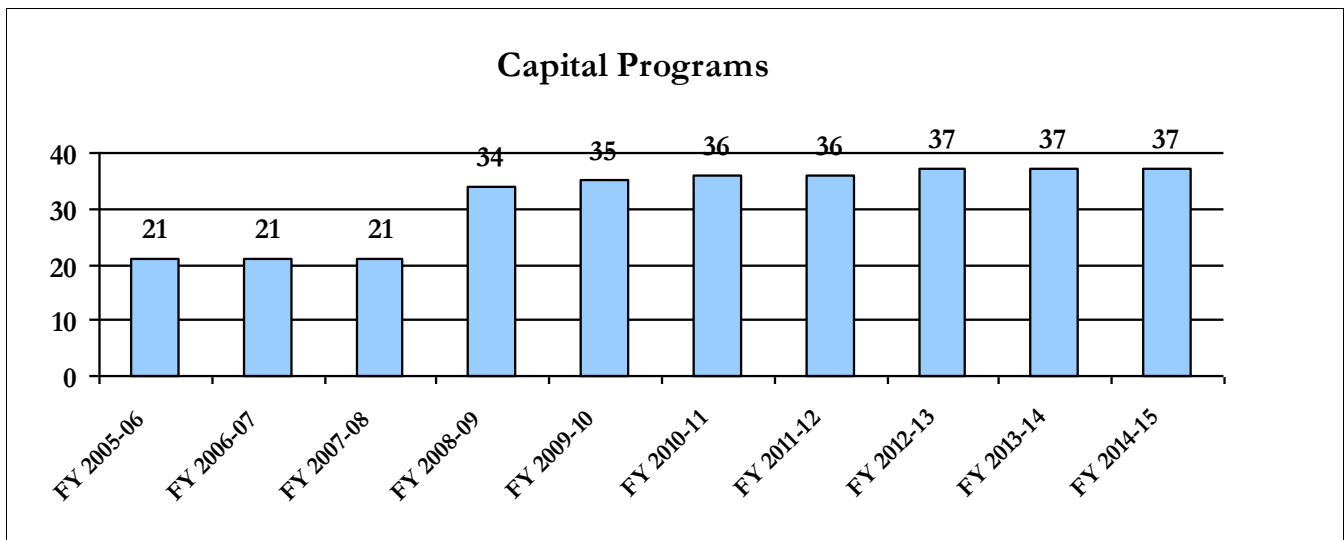
Capital Programs

Capital Programs



Uses	Amount
Salaries and Benefits	\$ 6,731,514
Services and Supplies	1,122,586
Capital Expenditure	6,195,000
Total Uses	\$ 14,049,100

Staffing Plan



Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Executive Director, Capital Programs	14	14	14
Rail	11	11	11
Highway Programs	12	12	12
Total Capital Programs	37	37	37

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Director, Capital Programs</u>			
Administrative Assistant	1	1	1
Department Manager	2	2	2
Executive Director	1	1	1
Program Manager	1	1	1
Project Controls Analyst	3	3	3
Project Manager	1	1	1
Real Property Agent	0	5	5
Right-of-Way Administrator	5	0	0
Subtotal Executive Director, Capital Programs	14	14	14
<u>Rail</u>			
Civil Engineer	1	1	1
Department Manager	2	2	2
Director	1	1	1
Project Manager	3	3	3
Right-of-Way Administrator	0	1	1
Secretary	1	1	1
Section Manager	1	1	1
Special Assignment	1	0	0
Transit Planner	1	0	0
Transportation Analyst	0	1	1
Subtotal Rail	11	11	11
<u>Highway Programs</u>			
Director	1	1	1
Office Specialist	1	1	1
Program Manager	4	4	4
Project Manager	5	5	5
Secretary	1	1	1
Subtotal Highway Programs	12	12	12
Total Capital Programs	37	37	37

Capital Programs

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,000,950	3,340,728	3,709,265
7150 Extra Help Employees	40,484	67,000	70,000
7209 Deferred Compensation	46,417	81,973	67,699
7210 Pensions	1,051,753	1,247,804	1,380,192
7220 Insurances	91,325	107,930	106,780
7240 Health Care	452,330	526,095	567,006
7260 Compensated Absences	365,073	606,717	513,904
7270 Workers' Compensation	74,459	81,164	80,373
7280 Other Benefits	111,647	224,604	236,295
Subtotal Salaries and Benefits	\$ 5,234,438	\$ 6,284,015	\$ 6,731,514
<u>Services and Supplies</u>			
7510 Professional Services	532,278	4,310,000	445,000
7610 Outside Services	288,940	575,000	525,000
7650 Travel, Training, and Mileage	24,275	57,759	65,772
7660 Office Expense	9,989	25,222	21,538
7670 Miscellaneous Expense	11,992	13,855	13,120
7690 Leases	26,365	57,200	52,156
7830 Contributions to Other Agencies	62,828	4,050,000	0
Subtotal Services and Supplies	\$ 956,667	\$ 9,089,036	\$ 1,122,586
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,790,950	6,547,500	6,195,000
9080 Construction in Progress	5,000	12,612,500	0
Subtotal Capital Expenditure	\$ 1,795,950	\$ 19,160,000	\$ 6,195,000
Total Uses	\$ 7,987,055	\$ 34,533,051	\$ 14,049,100

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
700 Executive Director, Capital Programs	1,966,025	2,297,235	2,440,222
701 Rail	1,498,340	1,785,231	1,907,386
708 Highway Programs	1,770,073	2,201,549	2,383,906
Subtotal Salaries and Benefits	\$ 5,234,438	\$ 6,284,015	\$ 6,731,514
<u>Services and Supplies</u>			
700 Executive Director, Capital Programs	12,140	126,179	25,106
701 Rail	568,449	5,141,179	823,480
708 Highway Programs	376,078	3,821,678	274,000
Subtotal Services and Supplies	\$ 956,667	\$ 9,089,036	\$ 1,122,586
<u>Capital Expenditure</u>			
701 Rail	1,795,950	19,160,000	6,195,000
Subtotal Capital Expenditure	\$ 1,795,950	\$ 19,160,000	\$ 6,195,000
Total Expenses	\$ 7,987,055	\$ 34,533,051	\$ 14,049,100

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director, Capital Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,130,381	1,221,838	1,350,489
7150 Extra Help Employees	5,463	15,000	15,000
7209 Deferred Compensation	13,338	25,835	22,794
7210 Pensions	397,549	455,748	501,850
7220 Insurances	33,168	39,583	38,956
7240 Health Care	182,124	206,355	209,716
7260 Compensated Absences	132,994	221,899	187,104
7270 Workers' Compensation	27,704	30,272	29,903
7280 Other Benefits	43,304	80,705	84,410
Subtotal Salaries and Benefits	\$ 1,966,025	\$ 2,297,235	\$ 2,440,222
<u>Services and Supplies</u>			
7510 Professional Services	0	100,000	0
7650 Travel, Training, and Mileage	4,855	14,307	14,593
7660 Office Expense	4,773	8,622	7,338
7670 Miscellaneous Expense	2,512	3,250	3,175
Subtotal Services and Supplies	\$ 12,140	\$ 126,179	\$ 25,106
Executive Director, Capital Programs Total Expense	\$ 1,978,165	\$ 2,423,414	\$ 2,465,328
Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	859,425	947,113	1,042,941
7150 Extra Help Employees	23,505	28,000	29,000
7209 Deferred Compensation	18,474	25,588	21,094
7210 Pensions	292,966	354,508	388,864
7220 Insurances	26,777	31,227	30,064
7240 Health Care	112,026	134,232	157,032
7260 Compensated Absences	115,479	172,009	144,494
7270 Workers' Compensation	21,756	25,424	23,487
7280 Other Benefits	27,932	67,130	70,410
Subtotal Salaries and Benefits	\$ 1,498,340	\$ 1,785,231	\$ 1,907,386
<u>Services and Supplies</u>			
7510 Professional Services	165,153	410,000	195,000
7610 Outside Services	288,940	575,000	525,000
7650 Travel, Training, and Mileage	17,271	33,594	38,129
7660 Office Expense	2,074	9,800	7,500
7670 Miscellaneous Expense	5,818	5,585	5,695
7690 Leases	26,365	57,200	52,156
7830 Contributions to Other Agencies	62,828	4,050,000	0
Subtotal Services and Supplies	\$ 568,449	\$ 5,141,179	\$ 823,480
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,790,950	6,547,500	6,195,000
9080 Construction in Progress	5,000	12,612,500	0
Subtotal Capital Expenditure	\$ 1,795,950	\$ 19,160,000	\$ 6,195,000
Rail Total Expenses	\$ 3,862,739	\$ 26,086,410	\$ 8,925,866

Continued next page...

Capital Programs

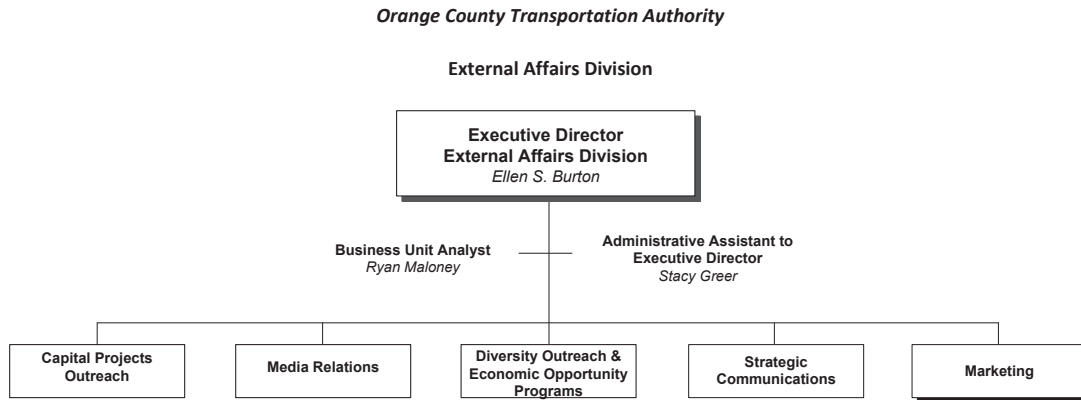
Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Highway Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,011,144	1,171,777	1,315,835
7150 Extra Help Employees	11,516	24,000	26,000
7209 Deferred Compensation	14,605	30,550	23,811
7210 Pensions	361,238	437,548	489,478
7220 Insurances	31,380	37,120	37,760
7240 Health Care	158,180	185,508	200,258
7260 Compensated Absences	116,600	212,809	182,306
7270 Workers' Compensation	24,999	25,468	26,983
7280 Other Benefits	40,411	76,769	81,475
Subtotal Salaries and Benefits	\$ 1,770,073	\$ 2,201,549	\$ 2,383,906
<u>Services and Supplies</u>			
7510 Professional Services	367,125	3,800,000	250,000
7650 Travel, Training, and Mileage	2,149	9,858	13,050
7660 Office Expense	3,142	6,800	6,700
7670 Miscellaneous Expense	3,662	5,020	4,250
Subtotal Services and Supplies	\$ 376,078	\$ 3,821,678	\$ 274,000
Highway Programs Total Expenses	\$ 2,146,151	\$ 6,023,227	\$ 2,657,906



External Affairs

Division Organizational Chart



Division Overview

The External Affairs Division supports the OCTA's goals and objectives through a wide range of communications, marketing, media relations and community outreach programs.

Organization

The **Executive Director** of External Affairs reports to the CEO and is responsible for development and implementation of the annual work program and coordination of supporting activities within other OCTA divisions. Reporting directly to the Executive Director are three work units: marketing and customer relations, community and media relations, and strategic communications. The roles and responsibilities of the various work units within the division are summarized below.

The **Marketing and Customer Engagement** Department is responsible for creating awareness and building usage of OCTA services and programs. These initiatives include digital communications (the OCTA website, Text4Next, e-BusBook and other e-communications), creative support services, the vanpool, bicycle and rideshare programs, customer relations, and pass sales.

The **Marketing Programs** section creates awareness and promotes usage of OCTA services including bus, Metrolink, 91 Express Lanes, and motorist services. Staff also administers the bus advertising revenue contract. This section provides outreach to schools, senior centers, and community events. The goal is to raise awareness, teach people "how to ride" bus / rail transit, and ultimately build ridership.

The **Customer Engagement** section is OCTA's customer advocacy group, providing customer feedback primarily for OCTA bus and ACCESS service. Customer relations staff oversees the operation of the outsourced telephone information center which assists customers with trip planning and provides general information to bus riders seven days a week, 365 days a year and handles more than 810,000 calls per year. This section also staffs the OCTA Store and administers OCTA's pass sales program which includes 179 retail outlets and more than 80 social service agencies.

Digital Communications and Creative Services staff provide technical expertise and tools to support OCTA communication and marketing goals. Staff develops online public information via OCTA's website, mobile devices, emails, and social media to engage customers and the community in a cost-effective way. In addition, this section writes, designs, and produces public information materials in support of OCTA's internal, corporate, and service communication programs.

The **Transportation Demand Management Marketing**

staff conduct outreach and provides rideshare services to employers, employees, and colleges to encourage usage of alternatives to single occupant vehicle travel. In addition, staff markets and administers OCTA's growing vanpool and bike-share programs.

The **Community and Media Relations Department** focuses on public communications in support of capital project development. Community relations staff implements public outreach and involvement programs to inform and advance the development of transportation projects. Staff works with stakeholders to ensure that the planning and environmental review process reflects a diverse range of positions, opinions, and concerns. During construction phases, staff conducts community outreach and public awareness programs to keep the public informed and create opportunities for problem-solving to help projects move forward.

Media relations staff develops public information programs. In addition to issuing news releases, updating online media communications, and fulfilling media requests for information, staff works strategically and creatively to gain media coverage of OCTA policies, programs, promotions, and services. Staff regularly files press releases, organizes media briefings and roundtables, arranges tours and schedules interviews and filming sessions.

The **Strategic Communications Department** handles market research and supports transparency initiatives. This group also responds to various OCTA initiatives such as more performance-based management/metrics, an expanded speaker's bureau, and performance assessments. This section handles Measure M reporting and dashboard content management, Citizen / Other committee staffing (Taxpayers Oversight, Citizen Advisory, Special Needs in Transit Advisory, and Environmental / Water Quality committees), OCTA speaker's bureau, transportation planning study outreach, stakeholder database, corporate communications such as annual reports, Board Briefing Book, and customer and constituent research.

Accomplishments Fiscal Year 2013-14

- Provided marketing support to the successful launch of BRAVO! Route 543 limited-stop service on Harbor Boulevard from the Fullerton Transportation Center to MacArthur Boulevard. The service achieved its 2016 projected ridership goal within the first four weeks, and ridership of both routes 543 and 43 has increased by an average of 5 percent.
- Introduced new riders and increased overall ridership on Metrolink with special service such as the Angels Express and promoted service to local community

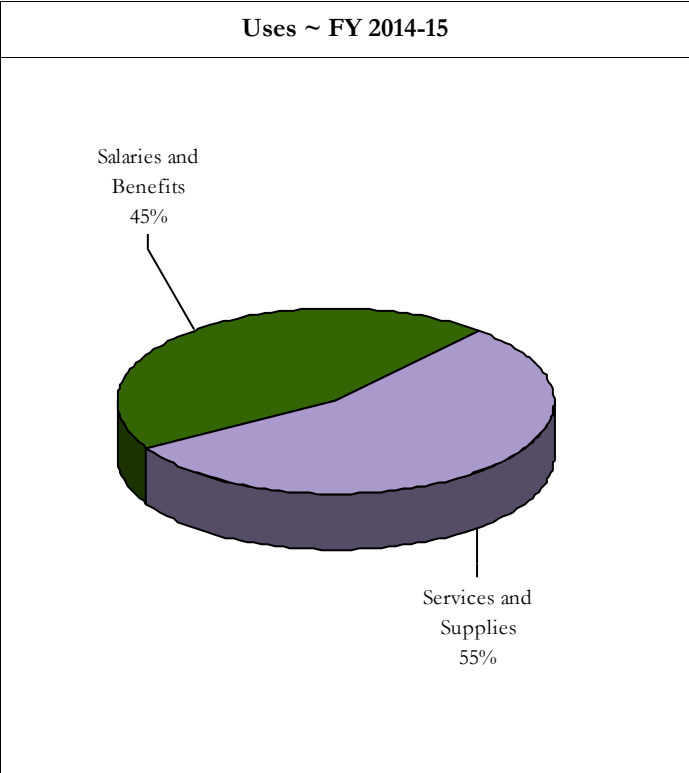
Accomplishments Fiscal Year 2012-13 (continued)

- events. In its third year, 34,207 trips were taken on the Angels Express.
- Metrolink weekend ridership increased substantially by 42 percent over last year through ongoing event promotions of Lunar New Year, Festival of Whales, Swallows Day, Ocean Festival, Winter Wonderland and more.
 - Funded by the Mobile Source Air Pollution Reduction Review Committee, the OC Fair Express ridership increased 27 percent to 57,000 trips during the summer of 2013.
 - Successfully provided capital outreach and public awareness programs for more than \$1.4 billion worth of capital projects. Outreach activities supported key activities this year, including the breaking ground on I-5 (Pico to Vista Hermosa segment) and SR-91 projects, the planned completion of the SR-57 project, supporting construction on the OC Bridges, SR-57, SR-91 and West County Connectors projects.
 - Continued to grow the vanpool program, along with a last-mile Station Van program, with more than 450 vans as of December 2013.

Goals Fiscal Year 2014-15

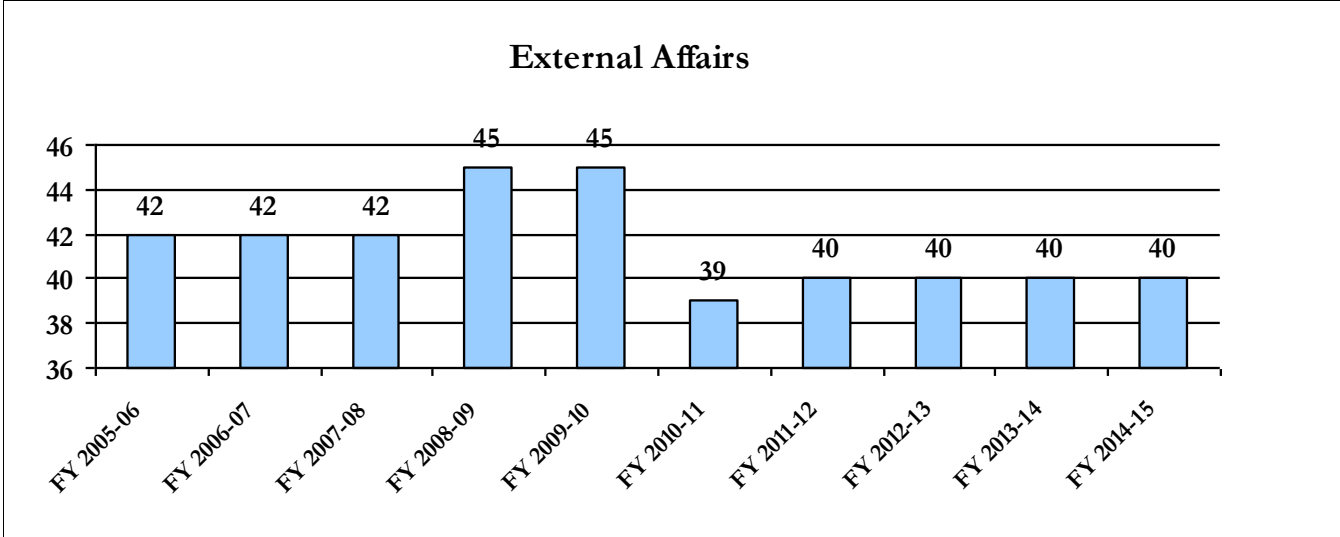
- Encourage the use of OCTA's programs and services while ensuring transparency and accountability to the public through comprehensive, proactive communication efforts.
- Build awareness and usage of OCTA's bus and Metrolink services, including new pilot limited-stop bus service.
- Increase public awareness of OCTA's programs and projects with cost-effective media relations and enhanced public outreach programs.
- Raise public understanding of freeway capital improvement projects and rail services with outreach and education efforts.
- Continue to maximize public participation opportunities and reach out to diverse communities to provide them with meaningful opportunities to engage with OCTA.
- Continue to expand rideshare and non-motorized alternatives through bike-share pilot program, station van program and growing the overall vanpool program.
- Administer and grow revenue-generating programs such as the bus advertising program, bus book sales, and prepaid fare media program.
- Provide OCTA customers and stakeholders with quality, cost-effective public information that enhances awareness of services and programs, encourages use, supports transparency in government, and creates positive perceptions of the agency.

External Affairs



Uses	Amount
Salaries and Benefits	\$ 5,432,724
Services and Supplies	6,749,700
Total Uses	\$ 12,182,424

Staffing Plan



External Affairs

Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
Executive Director, External Affairs	3	3	3
Marketing	11	11	10
OCTD Marketing	8	8	8
Public Communications	10	10	10
Vanpool	3	3	2
Rideshare	1	1	3
Strategic Communications	4	4	4
Total External Affairs	40	40	40

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Executive Director, External Affairs</u>			
Administrative Assistant	1	1	1
Business Unit Analyst	1	1	1
Executive Director	1	1	1
Subtotal Executive Director, External Affairs	3	3	3
<u>Marketing</u>			
Department Manager	1	1	1
External Affairs Administrator	1	1	1
Marketing Program Administrator	1	2	1
Marketing Specialist	2	0	2
Public Information Specialist	2	2	2
Section Manager	2	2	1
Web Data Analyst	0	1	0
Web Developer	2	2	2
Subtotal Marketing	11	11	10
<u>OCTD Marketing</u>			
Customer Relations Representative	0	3	3
Customer Relations Specialist	5	2	2
Marketing Specialist	2	2	2
Section Manager	1	1	1
Subtotal OCTD Marketing	8	8	8
<u>Public Communications</u>			
Community Relations Officer	1	2	2
Community Relations Specialist	5	4	4
Department Manager	1	1	1
Media Relations	2	3	2
Section Manager	0	0	1
Special Assignment	1	0	0
Subtotal Public Communications	10	10	10
<u>Vanpool</u>			
Marketing Program Administrator	0	1	0
Marketing Specialist	2	1	1
Office Specialist	1	1	1
Subtotal Vanpool	3	3	2

Continued next page...

External Affairs

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Rideshare</u>			
Marketing Program Administrator	0	0	1
Marketing Specialist	1	1	0
Section Manager	0	0	1
Strategic Communications Coord/SP	0	0	1
Subtotal Rideshare	1	1	3
<u>Strategic Communications</u>			
Community Relations Officer	1	1	1
Marketing Program Administrator	0	0	1
Section Manager	1	1	1
Strategic Communications Coord/SP	2	2	1
Subtotal Strategic Communications	4	4	4
Total External Affairs	40	40	40

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,442,197	2,559,809	2,860,312
7150 Extra Help Employees	113,946	142,400	153,400
7209 Deferred Compensation	39,595	54,293	43,841
7210 Pensions	865,399	950,051	1,058,767
7220 Insurances	84,729	89,661	82,915
7240 Health Care	477,334	506,838	597,762
7260 Compensated Absences	359,113	461,988	394,205
7270 Workers' Compensation	64,355	73,040	69,490
7280 Other Benefits	136,362	162,562	172,032
Subtotal Salaries and Benefits	\$ 4,583,030	\$ 5,000,642	\$ 5,432,724
<u>Services and Supplies</u>			
7310 Contract Transportation	2,070,864	2,403,100	2,663,326
7510 Professional Services	3,770,540	3,159,400	3,430,000
7540 Insurance Claims Expense	433	0	0
7610 Outside Services	142,752	287,500	241,500
7630 Advertising Fees	53,080	102,000	102,000
7650 Travel, Training, and Mileage	19,659	26,755	23,987
7660 Office Expense	178,908	211,250	216,500
7670 Miscellaneous Expense	17,716	21,425	27,387
7750 Maintenance Expense	4,012	0	5,000
7790 Other Materials and Supplies	7,043	15,000	10,000
7830 Contributions to Other Agencies	23,448	30,000	30,000
Subtotal Services and Supplies	\$ 6,288,455	\$ 6,256,430	\$ 6,749,700
Total Uses	\$ 10,871,485	\$ 11,257,072	\$ 12,182,424

External Affairs

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
600 Executive Director, External Affairs	501,438	518,514	554,693
601 Marketing	1,453,694	1,512,008	1,450,262
603 OCTD Marketing	501,158	657,137	700,243
604 Public Communications	1,309,100	1,404,990	1,547,322
607 Vanpool	208,147	237,222	191,836
608 Rideshare	99,350	118,500	386,991
609 Strategic Communications	510,143	552,271	601,377
Subtotal Salaries and Benefits	\$ 4,583,030	\$ 5,000,642	\$ 5,432,724
<u>Services and Supplies</u>			
600 Executive Director, External Affairs	22,923	25,464	35,524
601 Marketing	193,554	265,045	235,126
603 OCTD Marketing	2,370,081	2,318,682	2,114,294
604 Public Communications	30,777	151,754	148,477
607 Vanpool	2,199,829	2,663,100	2,863,326
608 Rideshare	1,454,243	719,400	1,275,640
609 Strategic Communications	17,048	112,985	77,313
Subtotal Services and Supplies	\$ 6,288,455	\$ 6,256,430	\$ 6,749,700
Total Expenses	\$ 10,871,485	\$ 11,257,072	\$ 12,182,424

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director, External Affairs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	266,708	270,426	299,089
7209 Deferred Compensation	10,579	12,599	9,258
7210 Pensions	95,013	102,142	112,861
7220 Insurances	8,026	8,977	8,929
7240 Health Care	38,472	42,042	49,862
7260 Compensated Absences	31,014	48,751	41,299
7270 Workers' Compensation	7,254	9,080	7,832
7280 Other Benefits	44,372	24,497	25,563
Subtotal Salaries and Benefits	\$ 501,438	\$ 518,514	\$ 554,693
<u>Services and Supplies</u>			
7610 Outside Services	9,507	0	0
7650 Travel, Training, and Mileage	774	1,414	1,384
7660 Office Expense	4,757	13,800	24,000
7670 Miscellaneous Expense	7,885	10,250	10,140
Subtotal Services and Supplies	\$ 22,923	\$ 25,464	\$ 35,524
Executive Director, External Affairs Total Expenses	\$ 524,361	\$ 543,978	\$ 590,217
Marketing			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	774,201	775,801	750,059
7150 Extra Help Employees	23,051	39,000	42,000
7209 Deferred Compensation	10,885	12,952	12,922
7210 Pensions	278,440	286,517	276,198
7220 Insurances	24,963	26,129	21,558
7240 Health Care	163,665	162,677	177,842
7260 Compensated Absences	104,686	139,807	103,085
7270 Workers' Compensation	19,997	21,154	21,590
7280 Other Benefits	53,806	47,971	45,008
Subtotal Salaries and Benefits	\$ 1,453,694	\$ 1,512,008	\$ 1,450,262
<u>Services and Supplies</u>			
7510 Professional Services	131,393	205,000	175,000
7610 Outside Services	33,631	0	0
7630 Advertising Fees	6,433	30,000	30,000
7650 Travel, Training, and Mileage	8,101	7,730	7,760
7660 Office Expense	12,990	14,950	15,000
7670 Miscellaneous Expense	638	2,365	2,366
7790 Other Materials and Supplies	368	5,000	5,000
Subtotal Services and Supplies	\$ 193,554	\$ 265,045	\$ 235,126
Marketing Total Expenses	\$ 1,647,248	\$ 1,777,053	\$ 1,685,388

Continued next page...

External Affairs

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
OCTD Marketing			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	280,789	346,719	379,480
7209 Deferred Compensation	2,795	5,903	3,384
7210 Pensions	96,531	126,538	138,216
7220 Insurances	11,436	14,559	11,318
7240 Health Care	51,116	68,109	87,152
7260 Compensated Absences	40,922	62,061	51,883
7270 Workers' Compensation	6,987	10,665	7,544
7280 Other Benefits	10,582	22,583	21,266
Subtotal Salaries and Benefits	\$ 501,158	\$ 657,137	\$ 700,243
<u>Services and Supplies</u>			
7510 Professional Services	2,078,930	1,935,000	1,759,720
7610 Outside Services	85,471	124,000	99,500
7630 Advertising Fees	46,647	70,000	70,000
7650 Travel, Training, and Mileage	1,185	3,732	3,744
7660 Office Expense	147,236	175,500	170,500
7670 Miscellaneous Expense	-75	450	830
7750 Maintenance Expense	4,012	0	5,000
7790 Other Materials and Supplies	6,675	10,000	5,000
Subtotal Services and Supplies	\$ 2,370,081	\$ 2,318,682	\$ 2,114,294
OCTD Marketing Total Expenses	\$ 2,871,239	\$ 2,975,819	\$ 2,814,537

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Public Communications			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	696,405	708,010	810,418
7150 Extra Help Employees	59,696	65,400	69,400
7209 Deferred Compensation	9,960	13,093	11,625
7210 Pensions	244,801	263,887	300,984
7220 Insurances	24,540	23,886	23,326
7240 Health Care	130,635	140,496	153,372
7260 Compensated Absences	104,841	128,220	112,005
7270 Workers' Compensation	18,632	20,671	20,121
7280 Other Benefits	19,590	41,327	46,071
Subtotal Salaries and Benefits	\$ 1,309,100	\$ 1,404,990	\$ 1,547,322
<u>Services and Supplies</u>			
7510 Professional Services	10,000	10,000	15,000
7610 Outside Services	3,686	121,400	110,500
7630 Advertising Fees	0	2,000	2,000
7650 Travel, Training, and Mileage	7,171	10,204	7,395
7660 Office Expense	1,937	3,500	3,500
7670 Miscellaneous Expense	7,983	4,650	10,082
Subtotal Services and Supplies	\$ 30,777	\$ 151,754	\$ 148,477
Public Communications Total Expenses	\$ 1,339,877	\$ 1,556,744	\$ 1,695,799

Continued next page...

External Affairs

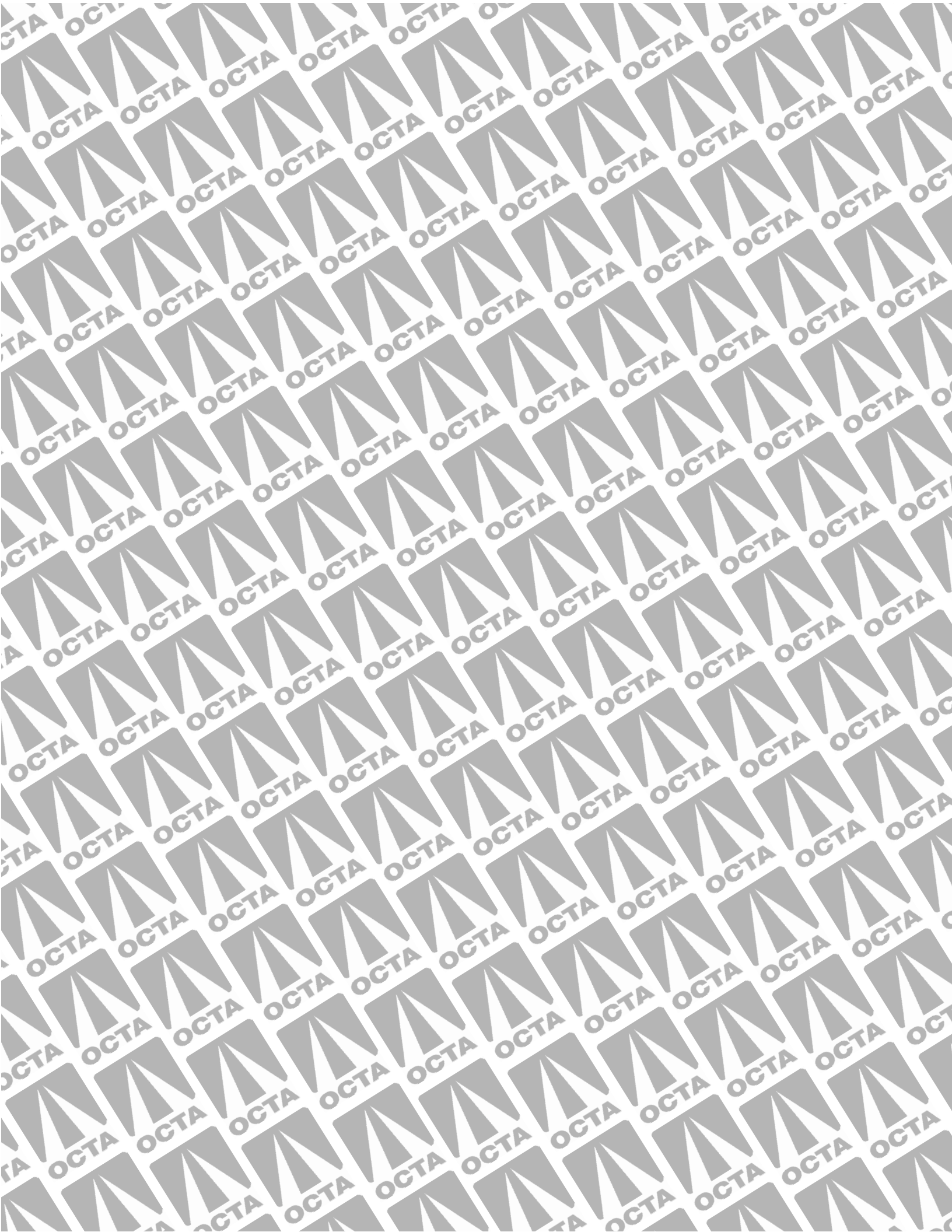
Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Vanpool			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	121,178	126,320	100,320
7209 Deferred Compensation	462	2,128	495
7210 Pensions	41,330	46,776	37,026
7220 Insurances	4,114	4,893	2,860
7240 Health Care	20,119	24,434	28,498
7260 Compensated Absences	17,992	22,940	13,897
7270 Workers' Compensation	2,952	2,491	3,187
7280 Other Benefits	0	7,240	5,553
Subtotal Salaries and Benefits	\$ 208,147	\$ 237,222	\$ 191,836
<u>Services and Supplies</u>			
7310 Contract Transportation	2,070,864	2,403,100	2,663,326
7510 Professional Services	128,965	260,000	200,000
Subtotal Services and Supplies	\$ 2,199,829	\$ 2,663,100	\$ 2,863,326
Vanpool Total Expenses	\$ 2,407,976	\$ 2,900,322	\$ 3,055,162
Rideshare			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	39,212	53,970	209,885
7150 Extra Help Employees	11,787	13,000	14,000
7209 Deferred Compensation	485	619	992
7210 Pensions	14,805	20,473	77,991
7220 Insurances	2,400	1,892	6,088
7240 Health Care	18,441	13,956	36,024
7260 Compensated Absences	10,345	9,801	29,078
7270 Workers' Compensation	1,315	1,702	1,420
7280 Other Benefits	560	3,087	11,513
Subtotal Salaries and Benefits	\$ 99,350	\$ 118,500	\$ 386,991
<u>Services and Supplies</u>			
7510 Professional Services	1,421,252	674,400	1,230,280
7610 Outside Services	6,989	15,000	15,000
7650 Travel, Training, and Mileage	1,979	0	0
7670 Miscellaneous Expense	575	0	360
7830 Contributions to Other Agencies	23,448	30,000	30,000
Subtotal Services and Supplies	\$ 1,454,243	\$ 719,400	\$ 1,275,640
Rideshare Total Expenses	\$ 1,553,593	\$ 837,900	\$ 1,662,631

Continued next page...

Department Expenses

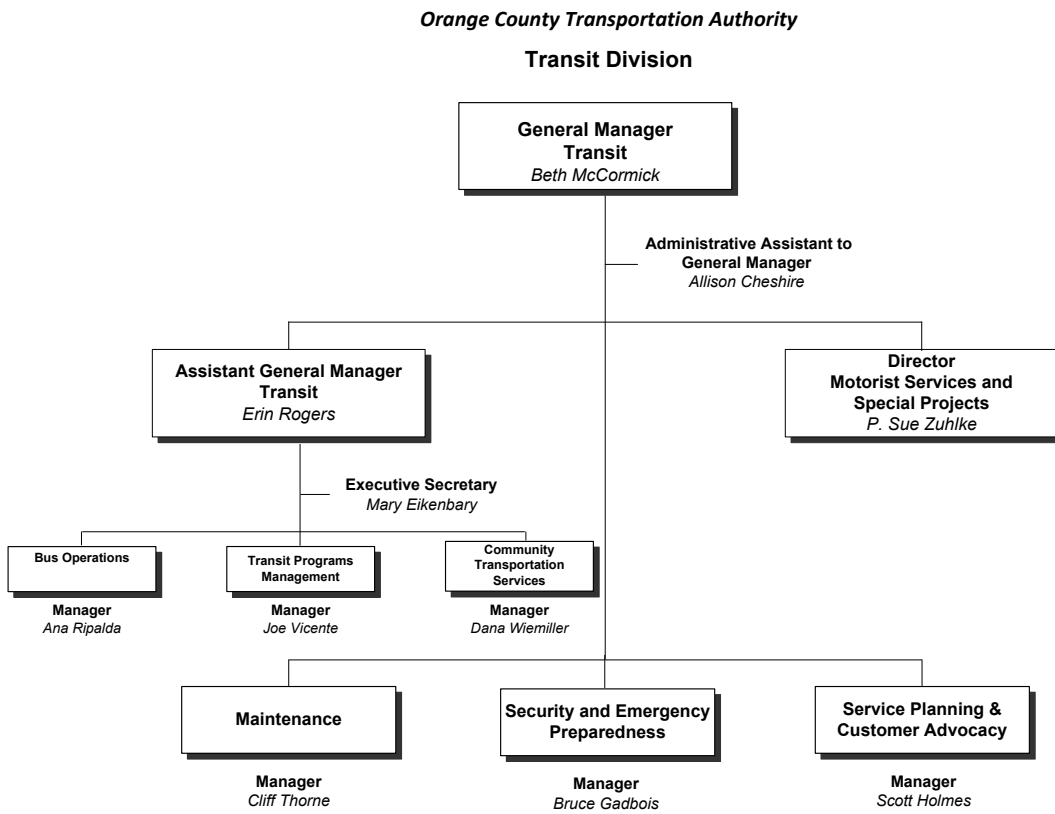
Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Strategic Communications			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	263,704	278,563	311,061
7150 Extra Help Employees	19,412	25,000	28,000
7209 Deferred Compensation	4,429	6,999	5,165
7210 Pensions	94,479	103,718	115,491
7220 Insurances	9,250	9,325	8,836
7240 Health Care	54,886	55,124	65,012
7260 Compensated Absences	49,313	50,408	42,958
7270 Workers' Compensation	7,218	7,277	7,796
7280 Other Benefits	7,452	15,857	17,058
Subtotal Salaries and Benefits	\$ 510,143	\$ 552,271	\$ 601,377
<u>Services and Supplies</u>			
7510 Professional Services	0	75,000	50,000
7540 Insurance Claims Expense	433	0	0
7610 Outside Services	3,468	27,100	16,500
7650 Travel, Training, and Mileage	449	3,675	3,704
7660 Office Expense	11,988	3,500	3,500
7670 Miscellaneous Expense	710	3,710	3,609
Subtotal Services and Supplies	\$ 17,048	\$ 112,985	\$ 77,313
Strategic Communications Total Expenses	\$ 527,191	\$ 665,256	\$ 678,690



Transit



Division Organization Chart



Division Overview

The Transit Division is one of OCTA's core business units delivering fixed-route and paratransit bus services and motorist services for the citizens and visitors of Orange County (OC). Fixed-route service includes local fixed-route, community fixed-route, express, StationLink (rail feeder), and special shuttle services. Paratransit bus services consist of ACCESS service, the complementary paratransit service required by the American's with Disabilities Act (ADA), and alternative programs providing service to seniors and persons with disabilities. Motorist services include the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). The Transit Division is responsible for the implementation, monitoring, and performance of all of the transit and motorist services. This requires teamwork and cooperation within the division and with all other OCTA divisions, consistent with the Division's mission statement, "To provide the public with safe, clean, reliable and efficient transit services through teamwork and cooperation." To accomplish this mission, performance metrics are closely monitored that measure system safety, courtesy and reliability. The purpose of the following is to describe the office of the general manager, the divisional departments, and the primary functions performed within the division.

Organization

The Transit Division General Manager and Assistant General Manager are responsible for the day-to-day management of OCTA's transit services, encompassing the planning, operations, and maintenance functions. These management positions are also accountable for reporting the division's financial and operational performance to the Chief Executive Officer and the Board of Directors. The General Manager and Assistant General Manager play a major role in leading OCTA's most publicly recognized service, including the development and implementation of strategies to improve the operation of the transit system. Other responsibilities include budget and financial reporting, operations performance monitoring, oversight of transit capital projects, strategic planning, managing the coach operator and maintenance collective bargaining units, organizational development, development of Authority-wide emergency preparedness programs, and ensuring public safety by contracting with the Orange County Sheriff 's for transit police services.

The **Operations Analysis** section supports the Transit Division by preparing unbiased, independent, and value-added financial and administrative analyses. Staff conducts research, analyzes operational data, and manages projects in the Transit Division. A key role of this unit is to ensure that capital and service needs for the division are accurately reflected in the

Comprehensive Business Plan and the Bus Capital Plan. This unit is responsible for a number of projects including coach operator manpower planning, revenue fleet planning, preparing and reporting the Transit Division's performance measurements, developing and tracking the division budget, preparing the National Transit Database (NTD) monthly and annual reporting, and other special projects.

The **Motorist Services Department** plans, directs, and administers several elements of the OCTA family of services. These include the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). SAFE operates the Freeway Service Patrol (FSP) program, the call box system, and the 511 motorist aid traveler information system. OCTAP regulates the taxicab industry for the County of Orange and its 34 cities and is funded through company, vehicle, and driver permit fees. For these programs, the Motorist Services Department personnel ensure that management and operational controls and resources are in place to effectively and efficiently implement these programs.

The **Bus Operations Department** manages the delivery of bus service for OCTA's countywide fixed-route bus system from three facilities located in the cities of Anaheim, Garden Grove, and Santa Ana. Each operations base includes a staff of professional managers, supervisors, window dispatchers, and extra board administrators to support service delivery. The primary function of the operating base is to ensure that all scheduled bus service is delivered in a quality manner. This work begins with the window dispatchers who are responsible for ensuring that all daily work assignments are covered. The base staff is responsible for oversight of coach operator performance including customer service, safety, 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.

The **Central Communications** section 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 quickly respond to emergencies. Central Communications staff also coordinates in-vehicle communications for Field Operations, Maintenance, and Transit Police Services, and serves as a central source for problem resolution. In addition, the section is considered part of the first responders' team on behalf of OCTA for any major emergency or disaster event in Orange County following the National Incident Management System (NIMS).

Division Overview (continued)

Field Operations is responsible for actively managing the bus service on the street. Field supervisors ensure that customer service and safety standards are achieved and service disruptions are minimized. Other responsibilities include coach operator mentoring and coaching, accident investigation, detour implementation, and conducting field evaluations of services, facilities, and bus stops.

The **Operations Training** section is responsible for training coach operators, conducting training campaigns at bases, retraining operators, and conducting the Annual Required Training (ART) for veteran coach operators. The training staff has played a key role in aligning the training programs with OCTA's "Customers First" philosophy and conducting corresponding customer service training.

The **Maintenance Department** 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 consists of five sections, which include: three Maintenance Base Operations, Maintenance Resource Management (MRM)/Facilities Maintenance, and Transit Technical Services (TTS).

The department performs routine maintenance on an active fleet of revenue vehicles consisting of 40-foot liquefied natural gas (LNG) buses, 40-foot compressed natural gas (CNG) buses, 60-foot diesel articulated buses, 60-foot CNG buses, and heavy maintenance for directly and contracted fixed-route vehicles. In addition to the revenue fleet, the department also maintains non-revenue support vehicles (approximately 230 miscellaneous equipment, cars, trucks, and vans), and a contingency fleet of 49 buses.

Maintenance Base Operations has three vehicle maintenance facilities located in the cities of Anaheim, Garden Grove, and Santa Ana which provide preventive maintenance, servicing, fueling, fare collection, and bus cleaning functions. The Anaheim Base operates 24 hours per day Monday through Friday, and Garden Grove and Santa Ana Bases operate 24 hours a day, seven days a week. In addition to vehicle maintenance activities, the Garden Grove Base includes the Maintenance Training group, and the Santa Ana Base houses TTS and a number of specialty shops, including the body shop, upholstery shop, rebuild shop, machine shop, electronics, and the automotive shop.

MRM/Facilities Maintenance is comprised of four functional units: Fleet Analysis, Maintenance Administration, Contract Support Management, and Facilities Maintenance. Staff in this section is responsible for managing the systems that track, schedule, and report on all OCTA vehicle maintenance activities; movement of all vehicles between bases; and disposal of assets after they reach their useful life. Staff conducts research and analysis on fleet performance, manages the department budget, and prepares reports to track monthly maintenance performance indicators and vendor compliance. Facilities Maintenance performs all maintenance for OCTA-owned properties, buildings, and equipment, including five operating bases (Anaheim, Garden Grove, Santa Ana, Irvine Sand Canyon, and Irvine Construction Circle), seven transit centers, and two OCTA park-and-ride centers.

Transit Technical Services includes a variety of maintenance support functions including engineering and quality assurance and controls; fleet document control; environmental compliance and reporting; and vehicle change design and implementation. This section provides expertise in the areas of: air quality, alternative fuels, bus rehabilitation, diagnosis and resolution of equipment issues, and the purchase and implementation of new technology and equipment. In addition, the staff provides quality assurance during all phases of vehicle acquisition including both in-plant and on-site acceptance, fleet inspections, warranty assistance for fleet defects, and manages the specialized tooling recalibration program.

The **Service Planning and Customer Advocacy Department** is comprised of three functional areas: Service Planning and Scheduling, Customer Advocacy, and Stops and Zones. The primary tasks of Service Planning and Scheduling are to create bus schedules, determine vehicle requirements, and develop coach operator work assignments. The department also participates in market studies, manages the service change process, is responsible for frequency, span, and coverage of service, applies service goals and guidelines, and monitors bus system performance.

The **Customer Advocacy** function is designed to represent the interests of the agency's internal and external customers as part of the Transit Division's decision making process. All department staff members are customer advocates and work to improve communication, understanding, and comprehensive decision making by acting as problem solvers that facilitate travel throughout Orange County.

The **Stops and Zones** function is responsible for establishing new bus stops and maintaining the agency's 6,200 plus bus stop locations. The section provides expertise to city traffic

Division Overview (continued)

engineers, planners, architects, and developers regarding the safe placement of bus stops, appropriate transit and passenger amenities, and ADA mandated accessibility issues. Staff also reviews street improvement projects, environmental impact reports submitted by various agencies, and maintains the county's bus stop database on a daily basis.

The **Community Transportation Services (CTS) Department** is comprised of contract transportation oversight and the development of community partnerships to provide alternative transportation options for seniors and persons with disabilities. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including ACCESS, OCTA's complementary paratransit service required by the ADA; contracted fixed-route, including express bus service and the StationLink rail feeder service which provides the connection between Metrolink commuter trains and employment centers; and the Same-Day Taxi Program for ADA-eligible passengers. The CTS staff provides direct oversight of contractor performance to ensure OCTA's operating and vehicle maintenance standards are achieved and maintained per contract guidelines and OCTA standards.

Under a successful effort to develop community partnerships, the department works with cities, the Orange County Office on Aging, the Regional Center of Orange County, adult day healthcare programs, Regional Center day programs, and private non-profit programs to implement alternative transportation services in the community. CTS staff also provides oversight of transit programs receiving federal grant funding for services for seniors, persons with disabilities, and persons of low income.

The **Transit Programs Management (TPM) Department** is responsible for managing the acquisition, development, and implementation of various technology systems used in transit operations. TPM is also responsible for providing primary support to systems that have been completed and in operation. The department is currently completing the implementation of the Intelligent Transit Management System (ITMS) to provide radio and computer aided dispatch (CAD)/automatic vehicle location (AVL) support to both ACCESS and fixed-route operation. TPM is also in the process of soliciting bids for a pilot mobile payment system to be used for the OC Fair Express service scheduled in July/August; implementing a scheduling system upgrade to HASTUS version 2013; acquiring a new fluid management system to monitor fuel consumption; and replacing two legacy systems, Automatic Coach Operator Reporting System (ACORS) and Bus Assignment Tracking System (BATS), to

improve efficiency of operations.

The **Security Assessment. Department** performs two essential functions. The Security area includes physical security concerns such as: protecting employees, customers, and visitors; asset protection; threat assessment; intelligence gathering; monitoring homeland security issues and trends; and maintaining liaison with relevant agencies and other jurisdictions. The department manager oversees a contract with the Orange County Sheriff's Department (OCSO) for Transit Police Services (TPS). Under this contract, the OCSO provides security and law enforcement services for all of OCTA's bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. Major projects within the security field include enhancement of physical security measures at OCTA bases, initiating model programs in anti-terrorism and anti-crime within bus operations and rail right-of-way, and continuing the award-winning Tracking Automated Graffiti Reporting System (TAGRS).

Emergency Preparedness encompasses all OCTA actions to prepare for, respond to, and recover from disasters. Planning, training OCTA personnel, exercising emergency plans, and coordinating with the County of Orange Emergency Management Bureau are ongoing activities. Major projects in Emergency Preparedness include a progressive training and exercise program to enhance OCTA's disaster response capabilities, continuing to develop the emergency management training and exercise design team, providing emergency management training for senior executives, and building organization resiliency through an aggressive Continuity of Operations (COOP) program. Many projects in both Security and Emergency Preparedness are grant funded by the federal Transit Security Grant Program, State Proposition 1B funds, and other grant sources.

Accomplishments Fiscal Year 2013-14

- Successfully transitioned an additional 5.5 percent of fixed-route service reaching 27.7 percent of total bus service to be contracted to maintain financial sustainability.
- Completed the transition of the ACCESS paratransit service to a new contractor resulting in a cost-savings of \$4.6 million annually.
- Successfully implemented Bravo! Route 543.
- Operated the OC Fair Express service achieving record ridership.
- Played a lead role in developing the nation's first emergency assistance agreement for transit agencies.
- Introduced a public awareness campaign for customers

Accomplishments Fiscal Year 2013-14 (continued)

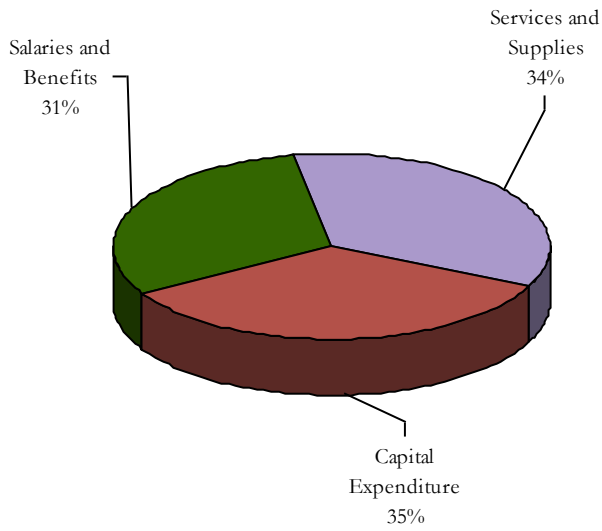
covering crime prevention and anti-terrorism, human trafficking, and disaster preparedness.

- Negotiated new three year agreements with Teamsters for coach operator and maintenance collective bargaining units.
- Transitioned the FSP service contracts for six service areas while continuing FSP service support for the West County Connectors, SR-91 West End and I-5 South County freeway construction projects; and procured freeway callbox maintenance.

Goals Fiscal Year 2014-15

- Continue service transition to contractor to maintain financial sustainability.
- Initiate procurement process and award a new agreement for contracted fixed-route service.
- Continue the procurement, delivery and acceptance of new revenue vehicle purchases to replace aging rolling stock.
- Develop, administer and evaluate emergency management exercises to validate the Emergency Operations Plan and COOP.
- Implement Real Time Passenger Information System (RTPIS).
- Implement the ACORS and BATS replacements with HASTUS Daily modules.
- Continue to monitor and measure key performance indicators and update the information on the OCTA website quarterly.
- Complete development of the FSP tracking and data collection application.
- Implement electronic filing taxicab company and driver permit information, and electronic payment processing to accept credit cards for all OCTAP permit transactions.

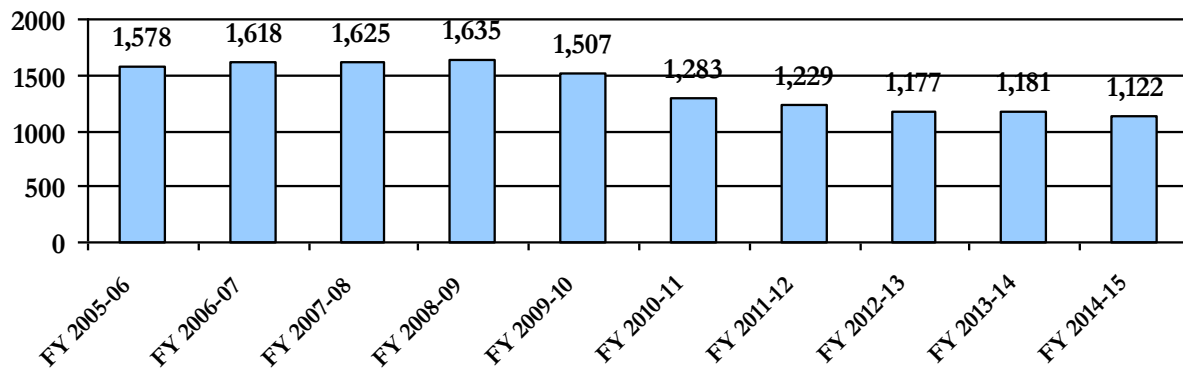
Uses ~ FY 2014-15



Uses	Amount
Salaries and Benefits	\$ 111,131,578
Services and Supplies	126,192,301
Capital Expenditure	126,929,000
Total Uses	\$ 364,252,879

Staffing Plan

Transit



Division Staffing

Department	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
O.C. Taxicab Administration Program	4	4	5
Motorist Services	3	3	3
Executive Director, Bus Operations	6	5	5
Bus Operations	871	885	833
Community Transportation Services	12	12	12
Maintenance	263	253	245
Service Planning and Customer Advocacy	12	12	12
Transit Programs Management	3	4	4
Security Assessment	3	3	3
Total Transit	1,177	1,181	1,122

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>O.C. Taxicab Administration Program</u>			
Code Administrator	2	2	3
OCTAP Administrator	1	1	1
Office Specialist	1	1	1
Subtotal O.C. Taxicab Administration Program	4	4	5
<u>Motorist Services</u>			
Administrative Specialist	1	0	0
Business Unit Analyst	0	1	1
Director	1	1	1
Section Manager	1	1	1
Subtotal Motorist Services	3	3	3
<u>Executive Director, Bus Operations</u>			
Administrative Assistant	1	1	1
Assistant General Manager	1	1	1
Business Unit Analyst	0	1	1
General Manager	1	1	1
Operations Analyst	2	0	0
Project Manager	1	0	0
Section Manager	0	1	1
Subtotal Executive Director, Bus Operations	6	5	5
<u>Bus Operations</u>			
Base Manager	3	3	2
Base Manager, Assistant	3	3	2
Coach Operator	803	817	765
Department Manager	1	1	1
Field Supervisor	15	15	15
Instructor	6	4	4
Office Specialist	6	6	6
Radio Dispatcher	10	10	10
Secretary	1	1	1
Section Manager	1	1	2
Section Supervisor	6	8	8
Transportation Analyst	0	0	1
Window Dispatcher	16	16	16
Subtotal Bus Operations	871	885	833
<u>Community Transportation Services</u>			
Administrative Specialist	1	1	1
Department Manager	1	1	2
Maint Field Administrator	3	3	3
Office Specialist	2	2	2
Section Manager	3	3	2
Section Supervisor	1	1	1
Special Assignment	1	0	0
Transportation Analyst	0	1	1
Subtotal Community Transportation Services	12	12	12

Continued next page...

Division Staffing by Department - Job Family

Department / Job Classification	FY 2012-13 Approved Budget	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget
<u>Maintenance</u>			
Automotive Mechanic	5	5	5
Base Manager	3	4	3
Business Unit Analyst	0	1	1
Certified Journeymen Mechanic	118	112	107
Department Manager	1	1	1
Facilities Technician	18	18	18
Fleet Analyst	7	7	7
Journeyman Electronic Technician	13	12	14
Machinist	2	2	2
Maintenance Instructor	3	3	3
Maintenance Supervisor	15	15	15
Mechanic	7	7	7
Office Specialist	4	5	5
Operations Analyst	1	0	0
Secretary	1	0	0
Section Manager	5	4	5
Section Supervisor	2	2	2
Service Worker	58	55	50
Subtotal Maintenance	263	253	245
<u>Service Planning and Customer Advocacy</u>			
Department Manager	1	1	1
Operations Analyst	0	1	1
Schedule Analyst	4	4	4
Schedule Checker	2	2	2
Section Manager	2	2	2
Special Assignment	1	0	0
Stops & Zones Analyst	2	2	2
Subtotal Service Planning and Customer Advocacy	12	12	12
<u>Transit Programs Management</u>			
Department Manager	1	1	1
Project Manager	0	1	1
Section Manager	1	1	1
Transit Project Manager	1	1	1
Subtotal Transit Programs Management	3	4	4
<u>Security Assessment</u>			
Department Manager	1	1	1
Emergency Management	1	1	1
Office Specialist	1	1	1
Subtotal Security Assessment	3	3	3
Total Transit	1,177	1,181	1,122

Division Expenses

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	56,940,002	59,649,799	58,018,814
7150 Extra Help Employees	401,882	469,670	611,976
7209 Deferred Compensation	1,085,005	1,132,861	919,923
7210 Pensions	17,328,458	19,195,345	19,948,687
7220 Insurances	1,579,313	1,664,639	1,416,210
7240 Health Care	13,768,086	14,007,022	13,409,310
7260 Compensated Absences	8,149,843	8,976,782	8,427,828
7270 Workers' Compensation	5,596,065	5,267,740	6,039,931
7280 Other Benefits	2,286,324	2,361,956	2,338,899
Subtotal Salaries and Benefits	\$ 107,134,978	\$ 112,725,814	\$ 111,131,578
<u>Services and Supplies</u>			
7310 Contract Transportation	64,281,004	70,154,882	74,157,855
7510 Professional Services	1,357,552	2,574,308	2,515,598
7540 Insurance Claims Expense	-9,937	0	0
7610 Outside Services	11,757,761	12,596,864	13,210,446
7650 Travel, Training, and Mileage	75,791	183,134	181,157
7660 Office Expense	138,024	836,760	590,529
7670 Miscellaneous Expense	184,064	254,802	241,157
7690 Leases	1,005,918	387,804	219,804
7710 Fuels and Lubricants	10,178,077	19,553,876	20,448,165
7740 Tires and Tubes	2,054,962	2,132,803	2,118,801
7750 Maintenance Expense	6,529,155	6,531,216	7,534,546
7790 Other Materials and Supplies	1,080,971	1,184,303	1,320,956
7820 Taxes	57,237	308	350
7830 Contributions to Other Agencies	4,392,415	3,647,304	3,652,937
Subtotal Services and Supplies	\$ 103,082,994	\$ 120,038,364	\$ 126,192,301
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	23,576,676	60,757,129	126,929,000
Subtotal Capital Expenditure	\$ 23,576,676	\$ 60,757,129	\$ 126,929,000
Total Uses	\$ 233,794,648	\$ 293,521,307	\$ 364,252,879

Division Expenses by Department

Description	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
<u>Salaries and Benefits</u>			
034 O.C. Taxicab Administration Program	362,949	400,487	499,633
408 Motorist Services	543,424	559,022	604,613
900 Executive Director, Bus Operations	1,070,412	946,226	1,002,113
901 Bus Operations	77,554,152	80,729,640	78,723,843
902 Community Transportation Services	1,362,001	1,442,966	1,584,168
904 Maintenance	24,141,448	25,886,762	25,954,748
906 Service Planning and Customer Advocacy	1,355,423	1,595,366	1,602,508
911 Transit Programs Management	417,363	701,600	766,922
913 Security Assessment	327,806	463,745	393,030
Subtotal Salaries and Benefits	\$ 107,134,978	\$ 112,725,814	\$ 111,131,578
<u>Services and Supplies</u>			
034 O.C. Taxicab Administration Program	-407	0	0
408 Motorist Services	3,001	5,390	5,345
900 Executive Director, Bus Operations	99,872	39,735	100,517
901 Bus Operations	167,192	217,239	760,539
902 Community Transportation Services	76,315,716	83,307,490	88,704,850
904 Maintenance	20,537,074	29,560,376	29,654,611
906 Service Planning and Customer Advocacy	756,505	793,811	823,224
911 Transit Programs Management	940,091	1,243,843	1,291,132
913 Security Assessment	4,263,950	4,870,480	4,852,083
Subtotal Services and Supplies	\$ 103,082,994	\$ 120,038,364	\$ 126,192,301
<u>Capital Expenditure</u>			
902 Community Transportation Services	12,952	0	0
904 Maintenance	22,896,479	50,938,000	125,929,000
911 Transit Programs Management	565,928	7,601,482	1,000,000
913 Security Assessment	101,317	2,217,647	0
Subtotal Capital Expenditure	\$ 23,576,676	\$ 60,757,129	\$ 126,929,000
Total Expenses	\$ 233,794,648	\$ 293,521,307	\$ 364,252,879

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
O.C. Taxicab Administration Program			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	180,273	188,728	247,940
7209 Deferred Compensation	1,811	3,427	2,248
7210 Pensions	63,690	66,924	87,821
7220 Insurances	6,448	6,950	6,865
7240 Health Care	70,304	85,003	102,626
7260 Compensated Absences	29,826	32,825	32,966
7270 Workers' Compensation	4,549	5,278	4,912
7280 Other Benefits	6,048	11,352	14,255
Subtotal Salaries and Benefits	\$ 362,949	\$ 400,487	\$ 499,633
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	57	0	0
7660 Office Expense	-464	0	0
Subtotal Services and Supplies	\$ -407	\$ 0	\$ 0
O.C. Taxicab Administration Program Total Expense	\$ 362,542	\$ 400,487	\$ 499,633
Motorist Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	289,466	287,224	322,620
7209 Deferred Compensation	11,251	10,727	12,837
7210 Pensions	105,075	108,717	120,951
7220 Insurances	8,460	9,529	9,592
7240 Health Care	51,297	57,117	59,300
7260 Compensated Absences	41,240	51,975	44,335
7270 Workers' Compensation	7,607	8,228	8,213
7280 Other Benefits	29,028	25,505	26,765
Subtotal Salaries and Benefits	\$ 543,424	\$ 559,022	\$ 604,613
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,227	705	840
7660 Office Expense	1,295	3,078	3,000
7670 Miscellaneous Expense	479	1,607	1,505
Subtotal Services and Supplies	\$ 3,001	\$ 5,390	\$ 5,345
Motorist Services Total Expenses	\$ 546,425	\$ 564,412	\$ 609,958

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Executive Director, Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	595,147	495,269	539,718
7150 Extra Help Employees	4,975	12,000	13,000
7209 Deferred Compensation	18,260	15,511	15,644
7210 Pensions	214,596	189,336	205,371
7220 Insurances	17,339	16,162	15,865
7240 Health Care	72,980	61,196	70,109
7260 Compensated Absences	79,635	89,949	74,776
7270 Workers' Compensation	15,503	17,775	16,737
7280 Other Benefits	51,977	49,028	50,893
Subtotal Salaries and Benefits	\$ 1,070,412	\$ 946,226	\$ 1,002,113
<u>Services and Supplies</u>			
7510 Professional Services	63,000	0	53,000
7650 Travel, Training, and Mileage	11,101	17,658	18,808
7660 Office Expense	5,261	7,783	7,200
7670 Miscellaneous Expense	20,510	14,294	21,509
Subtotal Services and Supplies	\$ 99,872	\$ 39,735	\$ 100,517
Executive Director, Bus Operations Total Expenses	\$ 1,170,284	\$ 985,961	\$ 1,102,630
Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	41,551,275	43,051,762	41,132,147
7150 Extra Help Employees	286,547	268,500	416,486
7209 Deferred Compensation	946,143	966,041	760,880
7210 Pensions	12,149,590	13,543,141	13,990,450
7220 Insurances	1,131,612	1,176,260	977,196
7240 Health Care	9,669,293	9,844,431	9,309,197
7260 Compensated Absences	5,855,230	6,289,426	5,875,971
7270 Workers' Compensation	4,608,696	4,257,408	4,980,616
7280 Other Benefits	1,355,766	1,332,671	1,280,900
Subtotal Salaries and Benefits	\$ 77,554,152	\$ 80,729,640	\$ 78,723,843
<u>Services and Supplies</u>			
7310 Contract Transportation	0	0	530,000
7540 Insurance Claims Expense	-11,923	0	0
7610 Outside Services	73,829	80,900	72,400
7650 Travel, Training, and Mileage	22,360	28,144	30,809
7660 Office Expense	37,992	52,194	47,374
7670 Miscellaneous Expense	21,391	34,471	53,871
7790 Other Materials and Supplies	23,543	21,530	26,085
Subtotal Services and Supplies	\$ 167,192	\$ 217,239	\$ 760,539
Bus Operations Total Expenses	\$ 77,721,344	\$ 80,946,879	\$ 79,484,382

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Community Transportation Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	776,866	759,527	852,519
7150 Extra Help Employees	0	22,000	22,000
7209 Deferred Compensation	11,490	17,132	17,070
7210 Pensions	274,657	282,073	315,480
7220 Insurances	23,607	26,717	25,054
7240 Health Care	126,482	131,025	159,914
7260 Compensated Absences	87,457	137,939	118,112
7270 Workers' Compensation	19,149	19,556	20,674
7280 Other Benefits	42,293	46,997	53,345
Subtotal Salaries and Benefits	\$ 1,362,001	\$ 1,442,966	\$ 1,584,168
<u>Services and Supplies</u>			
7310 Contract Transportation	64,281,004	70,154,882	73,627,855
7510 Professional Services	609,139	679,895	719,380
7610 Outside Services	244,157	270,000	1,003,642
7650 Travel, Training, and Mileage	3,049	7,584	12,189
7660 Office Expense	52,104	589,905	288,498
7670 Miscellaneous Expense	29,296	31,888	38,508
7690 Leases	219,804	219,804	219,804
7710 Fuels and Lubricants	5,482,671	6,768,306	7,571,635
7740 Tires and Tubes	824,675	837,922	1,013,445
7750 Maintenance Expense	177,281	100,000	556,957
7820 Taxes	121	0	0
7830 Contributions to Other Agencies	4,392,415	3,647,304	3,652,937
Subtotal Services and Supplies	\$ 76,315,716	\$ 83,307,490	\$ 88,704,850
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	12,952	0	0
Subtotal Capital Expenditure	\$ 12,952	\$ 0	\$ 0
Community Transportation Services Total Expenses	\$ 77,690,669	\$ 84,750,456	\$ 90,289,018

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Maintenance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,424,825	13,466,318	13,401,822
7150 Extra Help Employees	26,528	45,000	49,000
7209 Deferred Compensation	72,668	85,552	77,280
7210 Pensions	4,118,179	4,491,777	4,772,226
7220 Insurances	353,559	382,316	336,379
7240 Health Care	3,589,195	3,552,785	3,434,643
7260 Compensated Absences	1,908,809	2,125,126	2,074,520
7270 Workers' Compensation	910,576	925,989	981,388
7280 Other Benefits	737,109	811,899	827,490
Subtotal Salaries and Benefits	\$ 24,141,448	\$ 25,886,762	\$ 25,954,748
<u>Services and Supplies</u>			
7510 Professional Services	28,101	660,000	856,520
7540 Insurance Claims Expense	1,555	0	0
7610 Outside Services	6,226,362	6,734,300	6,210,798
7650 Travel, Training, and Mileage	27,097	87,488	69,916
7660 Office Expense	38,775	157,700	238,600
7670 Miscellaneous Expense	109,587	168,140	123,381
7690 Leases	786,114	168,000	0
7710 Fuels and Lubricants	4,695,406	12,785,570	12,876,530
7740 Tires and Tubes	1,230,287	1,294,881	1,105,356
7750 Maintenance Expense	6,351,874	6,431,216	6,967,589
7790 Other Materials and Supplies	984,800	1,072,773	1,205,571
7820 Taxes	57,116	308	350
Subtotal Services and Supplies	\$ 20,537,074	\$ 29,560,376	\$ 29,654,611
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	22,896,479	50,938,000	125,929,000
Subtotal Capital Expenditure	\$ 22,896,479	\$ 50,938,000	\$ 125,929,000
Maintenance Total Expenses	\$ 67,575,001	\$ 106,385,138	\$ 181,538,359

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Service Planning and Customer Advocacy			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	703,611	783,658	834,409
7150 Extra Help Employees	83,832	107,170	95,490
7209 Deferred Compensation	16,156	19,636	18,782
7210 Pensions	251,565	284,227	301,627
7220 Insurances	25,069	26,708	25,627
7240 Health Care	118,827	166,188	149,149
7260 Compensated Absences	84,677	137,430	111,878
7270 Workers' Compensation	19,534	23,451	21,090
7280 Other Benefits	52,152	46,898	44,456
Subtotal Salaries and Benefits	\$ 1,355,423	\$ 1,595,366	\$ 1,602,508
<u>Services and Supplies</u>			
7510 Professional Services	227,583	246,084	264,909
7540 Insurance Claims Expense	431	0	0
7610 Outside Services	474,878	516,885	526,249
7650 Travel, Training, and Mileage	4,470	4,920	6,006
7660 Office Expense	240	500	500
7670 Miscellaneous Expense	120	422	560
7790 Other Materials and Supplies	48,783	25,000	25,000
Subtotal Services and Supplies	\$ 756,505	\$ 793,811	\$ 823,224
Service Planning and Customer Advocacy Total Expe	\$ 2,111,928	\$ 2,389,177	\$ 2,425,732
Transit Programs Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	234,218	375,087	419,301
7209 Deferred Compensation	4,650	9,416	11,538
7210 Pensions	84,191	138,893	154,761
7220 Insurances	7,137	12,111	12,116
7240 Health Care	39,829	68,466	78,771
7260 Compensated Absences	29,590	68,121	58,094
7270 Workers' Compensation	5,837	5,727	6,301
7280 Other Benefits	11,911	23,779	26,040
Subtotal Salaries and Benefits	\$ 417,363	\$ 701,600	\$ 766,922
<u>Services and Supplies</u>			
7510 Professional Services	285,000	486,829	481,789
7610 Outside Services	650,681	687,289	742,500
7650 Travel, Training, and Mileage	3,131	9,625	22,478
7660 Office Expense	1,115	25,450	4,007
7670 Miscellaneous Expense	164	2,150	358
7750 Maintenance Expense	0	0	10,000
7790 Other Materials and Supplies	0	32,500	30,000
Subtotal Services and Supplies	\$ 940,091	\$ 1,243,843	\$ 1,291,132
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	565,928	7,601,482	1,000,000
Subtotal Capital Expenditure	\$ 565,928	\$ 7,601,482	\$ 1,000,000
Transit Programs Management Total Expenses	\$ 1,923,382	\$ 9,546,925	\$ 3,058,054

Continued next page...

Department Expenses

Expenses	FY 2012-13 Actuals	FY 2013-14 Budget	FY 2014-15 Budget
Security Assessment			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	184,321	242,226	268,338
7150 Extra Help Employees	0	15,000	16,000
7209 Deferred Compensation	2,576	5,419	3,644
7210 Pensions	66,915	90,257	0
7220 Insurances	6,082	7,886	7,516
7240 Health Care	29,879	40,811	45,601
7260 Compensated Absences	33,379	43,991	37,176
7270 Workers' Compensation	4,614	4,328	0
7280 Other Benefits	40	13,827	14,755
Subtotal Salaries and Benefits	\$ 327,806	\$ 463,745	\$ 393,030
<u>Services and Supplies</u>			
7510 Professional Services	144,729	501,500	140,000
7610 Outside Services	4,087,854	4,307,490	4,654,857
7650 Travel, Training, and Mileage	3,299	27,010	20,111
7660 Office Expense	1,706	150	1,350
7670 Miscellaneous Expense	2,517	1,830	1,465
7790 Other Materials and Supplies	23,845	32,500	34,300
Subtotal Services and Supplies	\$ 4,263,950	\$ 4,870,480	\$ 4,852,083
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	101,317	2,217,647	0
Subtotal Capital Expenditure	\$ 101,317	\$ 2,217,647	\$ 0
Security Assessment Total Expenses	\$ 4,693,073	\$ 7,551,872	\$ 5,245,113

Appendix



Fund Descriptions

Additional Retiree Benefit Account (ARBA)

The OCTA currently provides a supplemental retirement benefit known as the Additional Retiree Benefit Account (ARBA). This benefit is offered to retired members of the Orange County Employees Retirement System (OCERS) in order to assist career OCTA employees in maintaining health insurance coverage following their retirement from OCTA service. The 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 1.0 percent of payroll to fund the benefit.

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 Federal Transit Administration (FTA).

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 Property Liability and Property Damage (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 how much is collected in that fiscal year.

Bus Operations Fund (BOF)

The Board of Directors established the BOF on December 11, 1995 to address the financial shortfalls resulting from the diversion of Transportation Development Act (TDA) funds to the County of Orange for bankruptcy relief. Staff was directed to deposit \$108 million into this fund to subsidize the cost of

bus operations during the 15-year period of the TDA diversion.

Gasoline Tax Fund

The Gasoline Tax Fund was established to account for the receipt and exchange of gasoline tax revenues with local cities and the Southern California Regional Rail Authority (SCRRA). As part of the TDA Diversion Plan, OCTA will receive \$23 million for a 16-year period that began in FY 1997-98. This revenue is exchanged for general fund dollars with cities and SCRRA which can be used for bus operations.

Local Transportation Fund (LTF)

The LTF was established in 1971 through the TDA and is derived from a one-quarter percent 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. As part of the Orange County Consensus Recovery Plan, \$38 million is being transferred to Orange County annually from FY 1996-97 to FY 2010-11. Total diversion for 15 years is \$570 million.

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.

State Transit Assistance (STA) Fund

The STA, created by the California Legislature in 1979, provides a second source of funds for transportation planning and mass transportation purposes. The primary source of revenue to STA is a portion of gasoline sales and diesel fuel tax revenue that is appropriated annually by the State Legislature. These revenues may be used for capital and operating expenditures related to public transportation.

Local Transportation Authority (LTA)– Measure M (M1)

The LTA fund incorporates all activities associated with the M1 ordinance approved in November 1990. The ordinance established a one-half percent sales tax to fund transportation-related projects and the law sunset in FY 2011. All sales tax revenues, bond proceeds, interest earnings, and project expenditures were accounted for in this fund.

LTA Measure M2 (M2)

The LTA II fund incorporates all activities associated with the Measure 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

Fund Descriptions (continued)

March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures beginning 2007 to 2041 are accounted for in this fund.

Measure M1 Bond Debt Service Fund

The M1 Bond Debt Service Fund accumulates the financial resources required for the payment of interest and the retirement of long-term debt.

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. FY 2011-12 will represent the start of the principal and interest payments made for the M2 Debt obligation.

Commuter Rail Endowment (CURE I) Fund

The Commuter Rail Endowment Fund finances the OCTA's participation in Metrolink's Orange County Line, the Inland Empire-Orange County Line (IEOC Line), and the Riverside-Fullerton-Los Angeles Line.

Commuter Urban Rail Endowment (CURE III) Fund

CURE III was originally established to provide an operating endowment for a light rail line but was transferred to the BOF in response to the TDA diversion caused by the Orange County Bankruptcy. Remaining capital in this fund is minimal and is slated to provide operating support for the OCTA's participation in Metrolink services in Orange County.

SR-91 Toll Road Fund

The SR-91 Toll Road Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes.

Orange County Taxi Administration Program (OCTAP)

The OCTAP Fund is an enterprise fund that accounts for license fees, driver permits, and inspection of taxicab vehicles. OCTAP was established as an enterprise fund to ensure that program-related expenses are covered by program generated revenues.

Service Authority for Abandoned Vehicles (SAAV) Fund

All 34 cities and the County of Orange participate in abating unsightly and potentially dangerous abandoned vehicles from public and private property. The operation of the SAAV program is made possible through a \$1 per year assessment on motor vehicle registration. Proceeds from the SAAV Fund reimburse participants for abatement costs.

Service Authority for Freeway Emergencies (SAFE) Fund

The SAFE program is responsible for the maintenance and operation of more than 585 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 \$1 per year assessment on motor vehicle registration.

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.

OCTD 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.

Capital Projects Fund

The Capital Projects Fund was established to track capital projects administered by OCTA.

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 operational expenses.

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

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.

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.

Glossary (continued)

Internal Budget: The legally adopted budget including all inter-fund transfers.

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.

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 Local Transportation Authority (LTA or Measure 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 ½ cent local sales tax and the OCTA General Fund from ¼ cent State sales tax allocations for administration and planning and programming of the Local Transportation Fund (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 approved OCTA Resolution No. 2013-163 and LTA Resolution No. 2013-164 on June 10, 2013, establishing appropriations limits for the OCTA General Fund at \$9,443,093 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,427,131,152 respectively. The total amount authorized to be expended by the OCTA General Fund and LTA Fund from tax proceeds and interest from tax proceeds is \$3,621,449 and \$287,389,120, respectively. Both appropriations fall within the limits set by the Gann Initiative.

Based on historic trends and future projections, it appears that the 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 the 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 2013-14 appropriation limits are on the following pages.

**RESOLUTION OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2014-15**

WHEREAS, Article XIIB 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 2014-15 is \$9,509,195.
2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2014-15 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$3,632,362.
3. The appropriations limit for Fiscal Year 2014-15 exceeds proceeds of taxes for Fiscal Year 2014-15 by \$5,876,834.

ADOPTED, SIGNED, AND APPROVED this 9th day of June 2014.

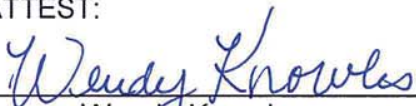
AYES: Chairman Nelson, Vice Chairman Lalloway, Directors Bates, Donchak, Harper, Hennessey, Jones, Moorlach, Murray, Shaw, Spitzer, Tait, Ury, and Winterbottom

NOES: None

ABSTAIN: None

ABSENT: Directors Miller, Nguyen and Pulido

ATTEST:



Wendy Knowles
Clerk of the Board



Shawn Nelson, Chair
Orange County Transportation Authority

OCTA Resolution No. 2014-026

RESOLUTION OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2014-15

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 2014-15 is \$1,437,121,070.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2014-15 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$305,029,960.
3. The appropriations limit for Fiscal Year 2014-15 exceeds proceeds of taxes for Fiscal Year 2014-15 by \$1,132,091,110.

ADOPTED SIGNED AND APPROVED this 9th day of June 2014.

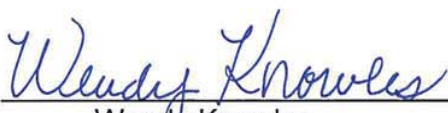
AYES: Chairman Nelson, Vice Chairman Lalloway, Directors Bates, Donchak, Harper, Hennessey, Jones, Moorlach, Murray, Shaw, Spitzer, Tait, Ury, and Winterbottom

NOES: None

ABSTAIN: None

ABSENT: Directors Miller, Nguyen and Pulido

ATTEST:



 Wendy Knowles
 Clerk of the Board



 Shawn Nelson, Chair
 Orange County Local Transportation Authority

OCLTA Resolution No. 2014-027

**RESOLUTION OF THE BOARD OF DIRECTORS FOR
THE ORANGE COUNTY TRANSPORTATION AUTHORITY
APPROVING AN OPERATING AND CAPITAL BUDGET
FISCAL YEAR 2014-15**

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 \$1,124.4 billion for Fiscal Year 2014-15;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 12, 2014, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 9, 2014, 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, 2014 through June 30, 2015, 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 9th day of June 2014.

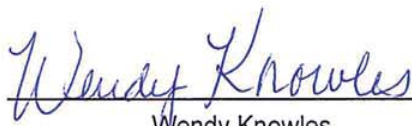
AYES: Chairman Nelson, Vice Chairman Lalloway, Directors Bates, Donchak, Harper, Hennessey, Jones, Moorlach, Murray, Pulido, Shaw, Spitzer, Tait, Ury, and Winterbottom

NOES: None

ABSTAIN: None

ABSENT: Directors Miller and Nguyen

ATTEST:



Wendy Knowles
Clerk of the Board



Shawn Nelson, Chair
Orange County Transportation Authority

OCTA Resolution No. 2014-032

Map of Orange County



Budget Calendar and Controls

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 following outlines the major steps and timeframe involved:

December—Preliminary revenue estimates are projected, budget targets are given to divisions, and budget system training materials are prepared. Classes on the fiscal year budget assumptions and the use of the budget system are conducted.

January—Appropriation plans are submitted by each division and reviewed to ensure conformance with established budget targets set by Executive Management.

February & March—Projected revenues are refined and compared to estimated expenditures to ensure a balanced budget. Budget requests are further reviewed by an internal budget committee appointed by the Chief Executive Officer (CEO), consisting of the Deputy CEO, Executive Director of Finance and Administration, and Executive Director of Human Resources and Organizational Development. A comprehensive presentation of the proposed expenditure plan is reviewed with Executive Management. Under the direction of the CEO, Financial Planning & Analysis (FP&A) prepares the proposed budget and accompanying documents.

April & May—The proposed budget is distributed to Board Committee Members, Executive Management, and members of the press and public. Staff conducts a Budget Workshop with the Board. Executive management and FP&A staff meet individually with Board Members as necessary. FP&A staff attends each standing committee meeting during this period to further review and explain budget details. FP&A staff ensures that the public hearing on the budget is properly noticed in area newspapers.

June—The Board conducts a Public Hearing relating to the proposed budget. After public comments have occurred, the public hearing is closed. Traditionally, the Board approves the budget immediately following the public hearing. The Gann Appropriations Limit is prepared and submitted to the Board

for approval. FP&A staff prepares the approved budget documents for distribution by the beginning of July.

Budget Controls

OCTA maintains budget control through the formal adoption of an operating budget for the general, special revenue, enterprise, internal service, capital projects, debt service, and trust funds. The operating budget is prepared in conformity with generally accepted accounting principles except certain multi-year contracts for which the entire amount of the contract is budgeted and encumbered in the year of execution. 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. Major objects are defined as Salaries & Benefits, Services & Supplies, and Capital. 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. With the exception of accounts that have been encumbered, appropriations lapse at year-end.

OCTA is prohibited from employing more full-time equivalent (FTE) positions than were approved by the Board. Before they can be filled, staff positions must be approved by the Board during the annual budget process or in a separate budget amendment. The Board approves positions at the “Job Family” level. Positions can be filled at any salary grade within an approved “Job Family,” following an analysis by Human Resources. “Job Family” refers to a group of titles which have similar work content at varying levels of responsibility. For example: Financial Analyst, Associate; Financial Analyst; Financial Analyst, Senior; and Financial Analyst, Principal represent the “Financial Analyst” Job Family. Positions can be filled outside of the Job Family as long as the filled position is at or below the salary grade budgeted.

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, 91 Express Lanes, and Orange County Taxicab Administration Program. 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.

Budget Format and Debt Policy

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.

Budget Format

The fiscal year (FY) 2014-15 budget is presented in three documents. The primary document, the "Orange County Transportation Authority's FY 2014-15 Budget," is organized with an Executive Summary, Financial Reports, Fund Budgets, Division Budgets, and an Appendix. Detailed justifications for line item controlled services and capital/fixed assets are provided in two additional volumes.

Executive Summary

The Executive Summary discusses OCTA's strategic planning framework and short-term economic and regional factors. This section provides a brief overview of each program and service provided by the OCTA, with the current year accomplishments and next year's budgetary goals highlighted.

Financial Reports

This section details a balanced budget and the financial viability of the OCTA on an external budget reporting basis. The external fund reports do not include activity related to interfund transfers or allocated management fees.

Fund Budgets

This section includes each of OCTA's funds organized by fund group. A brief narrative of the fund is provided along with the sources and uses.

Division Budgets

OCTA's divisions are outlined as follows:

- Division Organization chart
- Division staffing summary
- A brief narrative of the division's primary responsibilities
- List of division accomplishments for the current fiscal year and goals for the upcoming fiscal year
- Total division staffing by department and job family
- Division and department expenses

Appendix

The appendix includes a brief description of OCTA's funds along with a glossary of key terms. An overview of the budget development process, methodology, policies, economic and legislative issues facing OCTA is included, as well as the GANN appropriations, Budget Resolution and Orange County profile.

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, and
- 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:

Kirk Avila

Treasurer/General Manager of 91 Express Lanes

kavila@octa.net

Basis of Accounting

OCTA's accounting records are maintained in full accordance with Generally Accepted Accounting Principles (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, inter-governmental 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 inter-governmental 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.

California Society of Municipal Finance Officers

Certificate of Award

Operating Budget Excellence Award Fiscal Year 2014

Presented to the

Orange County Transportation Authority

For meeting the criteria established to achieve the Operating Budget Excellence Award.

February 11, 2014



Pauline Marx

Pauline Marx
CSMFO President

Ken Brown

Ken Brown, Chair
Professional Standards and
Recognition Committee

Dedicated Excellence in Municipal Financial Reporting