





June 8, 2015

Chairman Jeffrey Lalloway and Members of the Orange County Transportation Authority (OCTA) Board of Directors:

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CHIEF EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

In accordance with the Board Strategic Initiatives and Chief Executive Officer Initiatives, I present to you the fiscal year (FY) 2015-16 budget for OCTA. The FY 2015-16 budget is balanced at \$1 billion and is in alignment with OCTA's vision, mission and values. Furthermore, this budget is a reflection of OCTA's commitment to the residents of Orange County to be responsible stewards of taxpayer dollars.

OCTA will continue to honor the commitment made to the residents of Orange County when they approved Measure M2. Approximately \$448.8 million in 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 transit programs. These funds include \$129.2 million to make improvements primarily along Interstate 405, Interstate 5, State Route 55, State Route 57, and State Route 91. Approximately \$187.2 million is budgeted to improve streets and roads, including \$68.3 million to continue the OC Bridges project. An additional \$60.7 million is included to fund transit programs, including the OC Streetcar (\$39.7 million) project.

Total fixed-route service levels for bus operations will be sustained at 1.6 million service hours. In FY 2015-16, fixed-route boarding levels are assumed to remain flat in alignment with year-end projections. Included in the budget are efforts to address ridership and promote fixed-route service while continuing to maintain efficient operations. The budget 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 93,761 revenue hours will be converted during the FY, which would result in approximately 39 percent of fixed-route service being operated by the contracted service provider by the end of FY 2015-16.

The FY 2015-16 budget demonstrates OCTA's continued commitment to create an integrated and balanced transportation system by developing and delivering transportation solutions to enhance the quality of life and keep Orange County moving.

Sincerely,

Darrell Johnson
Chief Executive Officer



OCTA

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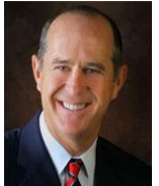



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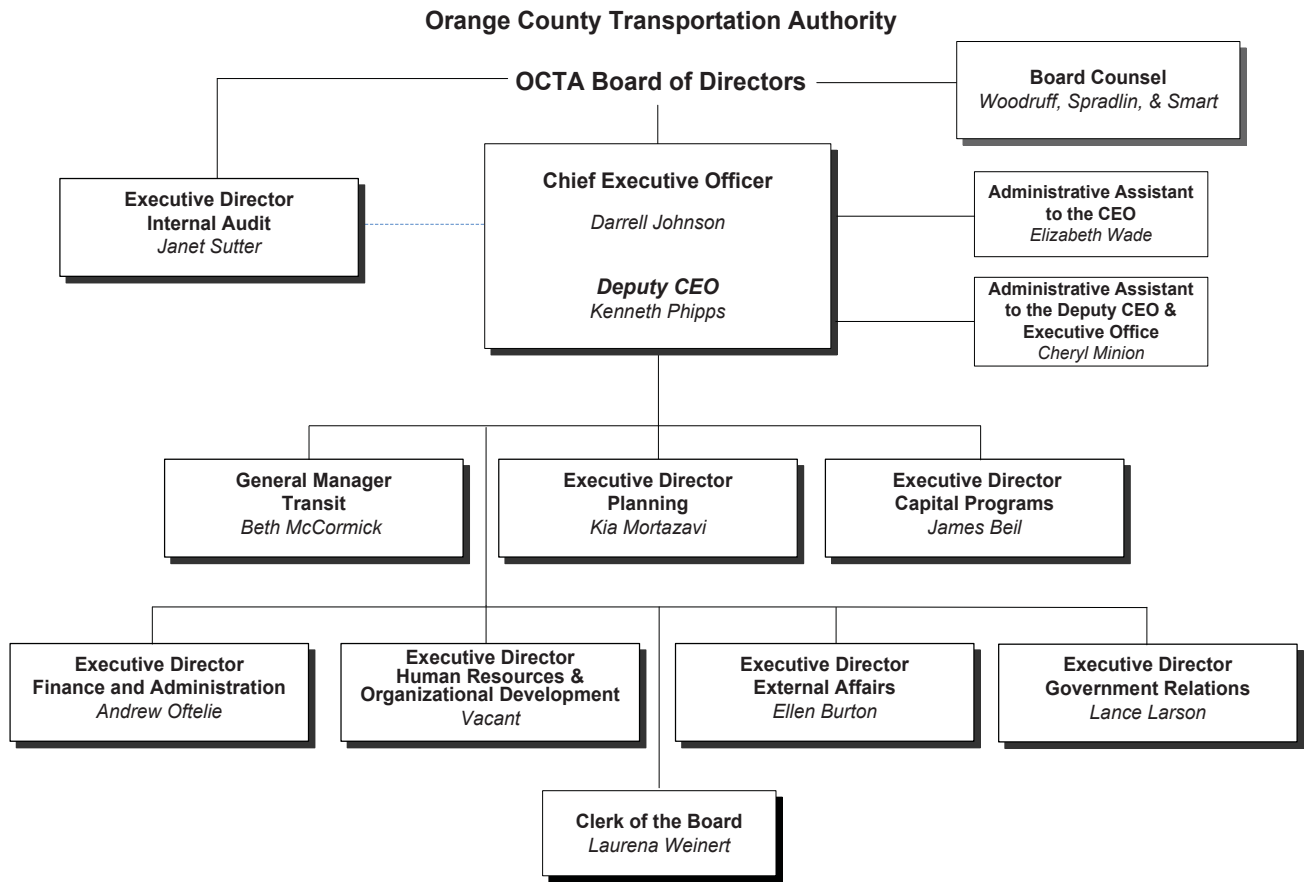
OCTA is governed by an 18-member Board of Directors consisting of five members of the Orange County Board of Supervisors, ten city council members selected by the cities in the supervisorial district in which they represent, two public members selected by the other 15 board members, and serving in a

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.

<p>Jeffrey Lalloway Chairman</p>		<p>Lori Donchak Vice Chair</p>		<p>Lisa A. Bartlett Director</p>	
<p>Mayor Pro Tem City of Irvine</p>		<p>Council Member City of San Clemente</p>		<p>Supervisor, District 5 County of Orange</p>	
<p>Andrew Do Director</p>		<p>Michael Hennessey Director</p>		<p>Steve Jones Director</p>	
<p>Supervisor, District 1 County of Orange</p>		<p>Public Member</p>		<p>Mayor Pro Tem City of Garden Grove</p>	
<p>Jim Katapodis Director</p>		<p>Gary A. Miller Director</p>		<p>Al Murray Director</p>	
<p>Mayor Pro Tem City of Huntington Beach</p>		<p>Council Member City of Seal Beach</p>		<p>Council Member City of Tustin</p>	
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<p>Supervisor, District 4 County of Orange</p>		<p>Mayor City of Santa Ana</p>		<p>Council Member City of La Habra</p>	
<p>Todd Spitzer Director</p>		<p>Michelle Steel Director</p>		<p>Tom Tait Director</p>	
<p>Supervisor, District 3 County of Orange</p>		<p>Supervisor, District 2 County of Orange</p>		<p>Mayor City of Anaheim</p>	
<p>Frank Ury Director</p>		<p>Gregory T. Winterbottom Director</p>		<p>Ryan Chamberlain Governor's Ex-officio Member</p>	
<p>Council Member City of Mission Viejo</p>		<p>Public Member</p>		<p>District Director Caltrans District 12</p>	



OCTA





OCTA





OCTA

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'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 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 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 7) 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.

Strategic Plan Goals

MOBILITY

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

PUBLIC SERVICE

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

FISCAL SUSTAINABILITY

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

STEWARDSHIP

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

ORGANIZATIONAL EXCELLENCE

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



OCTA BOARD STRATEGIC INITIATIVES

1. **DELIVER** capital projects
2. **ADVANCE** reliable and modern transportation options
3. **COLLABORATE** with local, regional, and state partners
4. **EXPAND** public awareness of OCTA programs/projects
5. **BENCHMARK** ongoing OCTA programs
6. **SEEK** solutions in support of transportation investments
7. **PURSUE** innovative sustainability initiatives
8. **PROMOTE** active transportation
9. **LEAD** as the workplace of choice
10. **STREAMLINE** business systems to improve operations



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 pro-

grammatic 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 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 will be completed by the end of fiscal year 2014-15.

Sources and Uses

Sources of Funds

Total sources of funds are a combination of \$846.8 million in revenue and the use of prior year designations of \$175.7 million for a total of \$1,022.5 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 \$56.5 million in FY 2015-16.

Local Sources

It is anticipated that OCTA will receive \$355.6 million from local sources in FY 2015-16. The majority of the local sources come from the 1/2 cent sales tax receipts collected under M2 (\$310.1 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 \$20.2 million in interest income on its investment portfolio in FY 2015-16. The funds that generate the largest interest earnings are the Measure M2 and OCTD funds. Interest earnings are projected at a conservative rate of one percent. Interest income also includes funds that are anticipated to be received from the IRS for the Build America Bonds debt.

State Sources

It is expected that \$218 million will be received from state sources in FY 2015-16. The 1/4 cent Transportation Development Act (TDA) sales tax (\$165.3 million) and the State Transit Assistance Fund (STAF) (\$20.9 million), represent two main revenue sources that help

to finance the operations administration and capital expenditures of the bus program.

State sources also include \$11.7 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 design of a new Transit Security and Operations Center.

Federal Sources

Federal grant funds are allocated on a formula and competitive basis for capital projects. OCTA anticipates receiving \$154.5 million from federal sources in FY 2015-16. Of this, \$96.9 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 \$57.6 million of federal grants for capital projects. Freeway projects will be funded with \$39 million in federal grants while the Grade Separation projects will receive \$6.2 million.

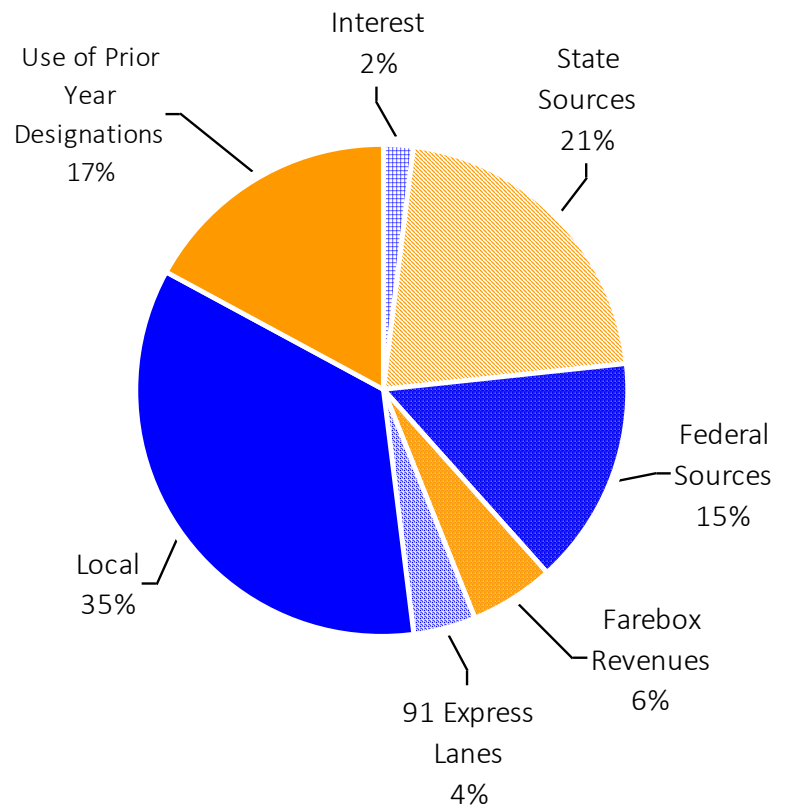
91 Express Lane Revenue

Total toll revenues are estimated at \$42 million for FY 2015-16.

Use of Prior Year Designations

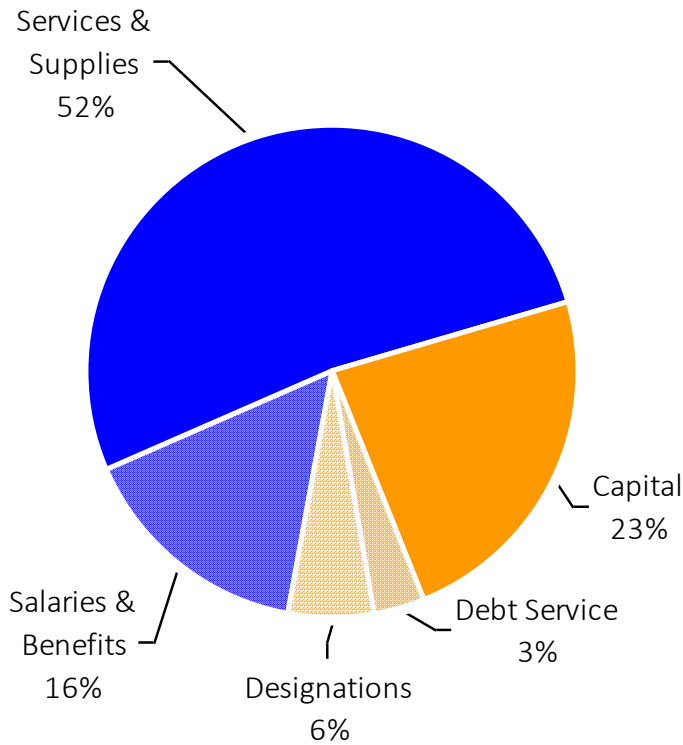
In prior years, OCTA has set aside revenue, known as designations, for future capital and service requirements. OCTA will utilize \$175.7 million of prior year designations in FY 2015-16. A draw on Measure M2 prior year designations of \$51.8 million is planned to fund the OC Bridges program and construction of the Placentia Metrolink station. \$54.6 million of prior year designations will be utilized

Sources of Funds



Sources and Uses (Continued)

Uses of Funds



Debt Service

Debt service requirements for FY 2015-16 will be \$34.5 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), which includes vehicle procurements, freeway and capital construction projects, and right-of-way acquisitions totaling \$236.5 million. The majority of the capital investments will be made in the following projects: grade separation projects, San Diego Freeway Improvements (I-405) (Projects K and L) project, Santa Ana/San Diego (I-5) Freeway Improvements (Projects B, C and D), bus procurements, and the land purchase for the Orange County Metrolink Maintenance Facility.

Designation of Funds

Funds in this category are set-aside for future use. The FY 2015-16 has \$57.2 million in designations, of which \$37.4 million will be designated for future bus program capital expenditures. \$18.3 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.

from the Commuter and Urban Endowment (CURE) to support Metrolink operations and capital improvements, grant payments to local jurisdictions for streets and roads projects, and \$32.5 million of OCTD Fixed Asset reserves will be used to fund capital replacement purchases.

Uses of Funds

The expenditures projected for FY 2015-16 are expected to reach \$1,022.5 million, with \$57.2 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 \$158 million. This represents a 1.5 percent increase over the FY 2014-15 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 2015-16 is \$534.6 million with \$196.5 million related to contributions to other agencies including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, Grade Separations, Bristol Street Widening and the Regional Traffic Signal Synchronization program.

External Sources and Uses Summary

The External Sources and Uses Summary below provides a high level summary of OCTA's sources and uses; including use of prior year designations and designations in the FY 2015-16 budget.

External Sources and Uses Summary*

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5100 Passenger Fares	57,446,038	58,636,373	56,535,726
5500 91 Express Lanes Revenue	42,857,411	41,459,074	41,977,061
6010 State Transit Assistance	2,335,865	1,688,000	1,593,377
6020 State Assistance	49,787,756	33,458,000	15,072,687
6030 Federal Operating Assistance Grants	113,129,970	97,867,249	96,887,563
6040 Federal Capital Assistance Grants	51,346,673	211,733,300	57,583,220
6050 Reimbursement from Other Agencies	24,801,416	18,172,033	33,047,689
6100 Property Taxes	12,366,178	12,859,329	12,401,715
6101 Taxes	451,153,709	481,466,552	496,267,421
6103 DMV Fees	2,668,875	2,654,190	2,687,567
6110 License Fees	805,416	763,251	666,078
6200 Interest Income	19,985,148	17,718,922	20,194,266
6300 Other Non-operating Revenue	13,015,332	12,009,387	9,368,528
6550 Proceeds Sale of Capital Asset	4,422,192	0	2,500,000
Subtotal Revenues	\$ 846,121,979	\$ 990,485,660	\$ 846,782,898
Use of Prior Year Designations	60,189,717	133,959,637	175,752,478
Total Sources	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376
Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	149,338,358	155,652,290	158,044,532
7101 LOSSAN Salaries and Benefits	0	0	1,663,657
7300 Purchased Transportation Services	76,671,875	85,131,181	90,370,072
7500 Professional Services	99,911,747	203,779,241	199,312,627
7540 Insurance Claims/Premiums	8,778,937	14,774,385	8,985,000
7600 General and Administrative	10,505,738	10,174,564	14,420,750
7700 Maintenance Parts and Fuel	26,408,318	30,274,012	24,976,768
7800 Contributions to Other Agencies	198,690,957	243,455,717	196,492,211
8111 Interest Expense	28,178,955	27,948,938	27,329,938
8112 Principal Payment On Long Term Debt	6,600,000	6,865,000	7,210,000
9000 Capital Expenditures	142,968,483	301,387,303	236,521,222
Subtotal Expenses	\$ 748,053,368	\$ 1,079,442,631	\$ 965,326,777
Designations	158,258,328	45,002,666	57,208,599
Total Uses	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

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

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. Orange County boasts a thriving business economy and a well-educated work force.

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3.1 million, making it the third-most populous county in California and the sixth-most populous in the United States. 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 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 ended the last fiscal year with cash left over in its general fund for the first time since 2007. The cash-positive balance is seen as a sign of fiscal recovery after seven years of borrowing to pay operating expenses.

The unemployment rate in Orange County was 4.4 percent in March 2015. Statewide unemployment was 6.5 percent in March 2015, which is 1.8 percentage points lower than the same period in 2014. National unemployment sits at 5.6 percent. This makes Orange County's unemployment rate 2.1 points below the state rate and 1.2 points below the national rate.



OCTA Programs

Between March 2014 and March 2015, total non-farm employment increased by 3.7 percent, or an additional 55,200 jobs. Orange County wages were up 2.2 percent overall in 2014 with a 3.4 percent increase in salaries in the services sector.

“The estimated taxable sales growth rate for FY 2015-16 is 5.68 percent.”

Rapid increases in home prices and modest income growth over 2013-14 offset the low mortgage rates. Market statistics as of March 2015, show an increase in home sales in Orange County of 8.9 percent over the same period last year. This is the first large year-over-year percentage gain in one and a half years.

The estimated taxable sales growth rate for FY 2015-16 is 5.68 percent. The rate being used is the most conservative rate provided from forecasts from Chapman University, California State University, Fullerton, and University of California, Los Angeles.

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, and the current forecast as of March 2015 is showing revenue at \$15.4 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.

OCTA's Programs

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.

In the FY 2015-16 budget, \$6.9 million of Measure M funds deposited in the General Fund are being used to fund the final work on the West County Connectors project. After

four years in the making, OCTA marked the completion of the \$297 million West County Connector project, which will bring congestion relief where three major freeways (Interstate 405, Interstate 605 and State Route 22) converge.

Measure M2 (M2)

On November 7, 2006, the voters of Orange County chose to extend the 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 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 43 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

Measure M2 Freeway Program	FY 2015-16 Proposed
San Diego Freeway (I-405) Improvements between I-605 and SR-55 (Project K)	\$ 42,600,000
Santa Ana/San Diego (I-5) Freeway Improvements (Projects B,C,D)	33,075,350
Costa Mesa Freeway (SR-55) Improvements (Project F)	18,820,000
Orange Freeway (SR-57) Improvements (Project G)	13,965,000
Freeway Environmental Mitigation	9,583,386
Riverside Freeway (SR-91) Improvements (Projects H,I,J)	7,930,000
I-605 Freeway Access Improvements (Project M)	1,290,000
San Diego Freeway (I-405) Improvements between SR-55 and I-5 (Project L)	880,000
I-5 Santa Ana Freeway Interchange Improvements (Project A)	270,000
Total	\$128,413,736

Measure M2 Streets and Roads

(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.

All of the freeway program projects identified in the M2020 Plan that are scheduled under construction by 2020 are progressing and are in the environmental approval phase, final design phase, construction phase, or have been completed.

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 2015-16, \$52.2 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 four annual calls for projects totaling \$49 million. In FY 2015-16, \$24.5 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 totaling \$161 million for RCP projects. In FY 2015-16, \$42.2 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. The OC Bridges project has 36.2 percent of the total \$188.7 million budgeted for streets and roads projects.

All seven of the OC Bridges program of railroad grade separations along the Orangethorpe BNSF rail corridor are under construction, or completed. The OC Bridges project was honored by the Advancing Women in Transportation organization with the Innovative Transportation Solutions Award. The FY 2015-16 budget includes \$68.3 million targeted for the O.C. Bridges program.

Measure M2 Streets and Roads Program	FY 2015-16 Proposed
O.C. Bridges (Project O)	\$ 68,255,000
Local Fair Share (Project Q)	52,227,100
Regional Capacity Program (Project O)	42,231,700
Regional Traffic Signal Synchronization (Project P)	24,472,088
Yorba Linda Smart Street Project	650,000
Total	\$187,835,888

Measure M2 Streets and Roads (Continued)/Rail Program

Freeway/Environmental Mitigation Program

The Measure M2 Freeway Environmental Mitigation Program allocates funds to acquire land and fund habitat restoration projects in exchange for streamlined project approvals for the thirteen M2 freeway improvement projects. Acquired properties are purchased and permanently preserved as open space. Funded restoration projects restore preserved open space lands to their native habitat and include the removal of invasive plant species.

In November 2010, the Board allocated \$42 million to purchase open space in Orange County during the first round of funding. Since 2010, a total of 11 restoration projects have been funded throughout Orange County. Approximately \$10 million has been allocated to restore about 400 acres of open space land. The Freeway Environmental Mitigation Program has been budgeted for \$9.6 million in FY 2015-16.

“In September 2014, OCTA was honored for best management practices by the California Stormwater Quality Association for its Measure M Environmental Cleanup Program.”

Environmental Cleanup Program

The Measure M2 Environmental Cleanup Program helps improve overall water quality in Orange County from transportation-generated pollution. Program funds are allocated on a countywide competitive basis to assist jurisdictions in meeting the Clean Water

Act for controlling transportation-generated pollution. The funds are designed to supplement, not supplant, existing transportation-related water quality programs.

In September 2014, OCTA was honored for best management practices by the California Stormwater Quality Association for its Measure M2 Environmental Cleanup Program. In FY 2015-16, OCTA has allocated \$11.6 million for continued effort on this project.

Rail

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. Expenditures within the rail program 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 Angels Express Train that takes fans to and from Angels' games will operate again during the baseball season.

OCTA is serving as the local managing agency for the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN) Agency. The FY16 budget includes nine dedicated OCTA staff who will administer the LOSSAN agency.

Rail Program (Continued)/91 Express Lanes

The Rail budget for FY 2015-16 consists of both operating and capital expenses. Operating expenses in FY 2015-16 are budgeted at \$31.6 million, while capital expenditures are anticipated to reach \$100.4 million. The FY 2015-16 rail capital projects are shown below.

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.

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.

Orange County's first streetcar is on track to bring greater mobility to the heart of Orange County and beyond. In cooperation with the cities of Santa Ana and Garden Grove, OCTA is building the OC Streetcar to fulfill a Measure M promise to broaden the reach of Metrolink. When the fixed-guideway project began, the City of Santa Ana, in partnership with the City of Garden Grove, served as the lead agency for streetcar planning efforts. Expanding on the vision of the community established by Santa Ana and Garden Grove, OCTA is now the lead agency for project development, engineering, construction, operations, and maintenance. Approximately \$40 million has been budgeted in FY 2015-16 to provide engineering and final design services.

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 increase capacity and improve traffic flow along the SR-91 corridor.

In FY 2014-15, OCTA completed a three-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.

OCTA Rail Capital Projects	FY 2015-16 Proposed
Go Local Transit Extensions to Metrolink (Project S)	\$ 40,240,444
Orange County Metrolink Maintenance Facility Land Purchase	14,200,000
Placentia Metrolink Station	13,012,250
Orange Transportation Center Parking Expansion	6,958,250
Grade Crossings & Other Rail Capital Projects (Project R)	5,448,000
Positive Train Control	3,000,000
Laguna Niguel/Mission Viejo Station ADA Ramps	2,920,000
City of Irvine Proposition 116 Repayment	2,736,246
Metrolink Station Rehabilitation Projects	2,280,000
Fullerton Elevator Upgrades	1,803,000
Laguna Niguel to San Juan Capistrano Passing Siding	1,690,000
State College Grade Separation LOSSAN (Project R)	1,380,000
Sand Canyon Grade Separation (Project R)	1,025,000
Anaheim Canyon Station Improvements	994,500
LOSSAN Slope Stabilization	987,400
Fullerton Transportation Center Stair Repair Project	835,000
17th Street Grade Separation (Project R)	751,000
San Clemente Pier Station Lighting	125,000
Total	\$100,386,090

Bus Program

The 91 Express Lanes expenditure budget of \$71.1 million represents a 67.3 percent or \$28.6 million increase over the 2015 budget. The increased budget provides \$17 million for pavement rehabilitation and leasehold improvements. Additionally, a transfer of \$8.3 million to the General Fund will provide budget for the Placentia Metrolink Station Construction. Designations of \$18.3 million within the 91 Express Lanes will be used to make future improvements along the corridor. See the 91 Express Lanes Source and Uses Table in the Fund Budget section for additional information.

Motorist Services

Motorist Services includes the Service Authority for Freeway Emergencies program (SAFE) as well as the Orange County Taxi Administration Program (OCTAP). The SAFE program is comprised of Freeway Services Patrol (FSP), Call Box Network and Orange County 511 Service. Motorist Services keep passengers safe whether traveling by car or taking a taxi.

SAFE goals for FY 2015-16 include procuring and transitioning service for four Freeway Service Patrol service areas, identifying and implementing a solution to replace 2G cellular service call boxes with a 3G/4G cellular solution, and installing 511 program signs on freeways and freeway onramps in coordination with Caltrans. The FY 2015-16 budget provides \$7.4 million for Freeway Service Patrol and Call Box-related costs.

OCTAP goals include conducting a review of the OCTAP regulations and gaining approval from the member agencies for the regulation changes. OCTAP also will be analyzing the impact that alternative transportation services may be having on the number of permitted taxicab vehicles and drivers in Orange County, to

recommend appropriate OCTAP resource levels. The FY 2015-16 budget is \$574 thousand for OCTAP.

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.

A survey completed in FY 2014-15 shows that nine out of ten bus riders say they are satisfied with OCTA's bus service. 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 for the bus program, as it funds approximately 50 percent of bus operations. Over the last four years, since the recession, this funding source has shown strong year-over-year growth. The FY 2015-16 budget of \$165.3 million is based on an estimated sales tax growth rate of 5.68 percent, which is the most conservative growth rate 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 \$74 million in federal grants are in the budget funding expenditures such as preventative maintenance, capital cost of contracting, ACCESS service, and bus procurements. Fixed-route boardings are anticipated to remain flat at 49.8 million in FY 2015-16, with fare revenue budgeted at \$59.5 million. OCTA expects to receive

approximately \$20.9 million in STAF funding in FY 2015-16 based on estimates provided by the State Controller. STAF funding has been utilized to support bus operations in recent years, but in FY 2015-16 and beyond it is anticipated to be used to support capital expenditures.

The FY 2015-16 budget sustains existing service levels of 1.6 million revenue hours. The plan to convert a portion of directly operated fixed route service commensurate with coach operator attrition will continue with approximately 93,761 revenue hours being converted during the year. By the end of the year, approximately 39.4 percent 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). To address the cost of providing ACCESS services, the use of supplemental taxi services is one of a variety of cost mitigation measures being employed along with 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

Transit Bus Program (Continued)

responsibility of the customer.

For FY 2015-16 OCTA anticipates delivering 500,264 revenue hours of primary ADA service, and 304,154 supplemental service trips. Though ACCESS service continues to be a costly service to provide, a new contract executed in FY 2014-15 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 shown on the next page highlights the FY 2015-16 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 launched a year-round service with stops at St. Jude Hospital and the Fullerton Transportation Center. The FY 2015-16 budget has provided \$3.1 million for consulting services to support the next Call for Projects and \$884 thousand to continue the La Habra Shuttle service.

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 \$444 thousand for capital and operating costs to run two buses connecting passengers between the Anaheim Canyon station and several locations throughout the city. In FY 2015-16, \$212 thousand is being budgeted for this effort. The city of Lake Forest was awarded approximately \$288 thousand for capital and operating costs to run three station vans to carry passengers from the Irvine Station to major employers in the city.

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



Bus Program (Continued)

paratransit, or ACCESS service, by providing local transportation services to seniors in participating cities in Orange County.

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 funds. The allocations have been determined based on criteria and requirements for the SMP adopted by the OCTA.

Under the program, participating cities are eligible to receive 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 area (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.

Measure M2 Fare Stabilization

Measure M2 allocates one percent of net revenues to stabilize fares for seniors and persons with disabilities. This revenue is included in farebox revenue, and included in the calculation of the farebox recovery ratio. For FY 2015-16, \$3 million is budgeted for M2 Fare Stabilization.

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, 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. The FY 2015-16 budget includes \$2.2 million for the JARC program and \$141 thousand for the New Freedom program.

	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)	1,130,575	671,417	675,267				2,477,259
	Vehicle Miles (VM)	14,458,147	9,846,823	8,824,380				33,129,350
	Revenue Hours (RVH)	1,033,795	583,090	500,264				2,117,149
	Revenue Miles (RVM)	12,060,811	7,577,256	7,303,658				26,941,725
Passenger Usage	Boardings	37,729,519	10,486,187	912,305	304,154	123,158	272,290	49,827,612
	Boardings per VH	33.37	15.62	1.35				20.11
	Boardings per VM	2.61	1.06	0.10				1.50
	Boardings per RVH	36.50	17.98	1.82				23.54
	Boardings per RVM	0.32	0.72	8.01				0.54
Operating Costs	Costs	\$147,523,226	\$68,037,167	\$45,568,921	\$15,778,791	\$1,560,050	\$6,462,125	\$284,930,280
	Cost per VH	\$130.49	\$101.33	\$67.48				\$115.02
	Cost per VM	\$10.20	\$6.91	\$5.16				\$8.60
	Cost per RVH	\$142.70	\$116.68	\$91.09				\$134.58
	Cost per RVM	\$12.23	\$8.98	\$6.24				\$10.58
	Cost per Boarding	\$3.91	\$6.49	\$49.95	\$51.88	\$12.67	\$23.73	\$5.72
Fare Revenues	Revenue	\$41,237,324	\$12,450,927	\$4,665,816	\$1,152,492			\$59,506,559
	Revenue per VH	\$36.47	\$18.54	\$8.19				\$24.02
	Revenue per VM	\$2.85	\$1.26	\$0.63				\$1.80
	Revenue per RVH	\$39.89	\$21.35	\$11.05				\$28.11
	Revenue per RVM	\$3.42	\$1.64	\$0.76				\$2.21
	Revenue per Boarding	\$1.09	\$1.19	\$6.06				\$1.19
Farebox Recovery Ratio		27.95%	18.30%	10.24%				20.88%

Note: Farebox recovery ratio is used to determine the amount of costs that are recovered from passenger fares and M2 fare stabilization funding. 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.

Active Transportation

Bikeways

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

effort, the planning process will be initiated and coordinated by OCTA. The FY 2015-16 budget includes \$1 million in funding that is to be used for selected projects.

The Regional Bikeways Planning effort will expand upon the CBSP to identify potential regional bikeway improvements. Throughout this

In 2014, OCTA presented plans for the OC Loop, a future 66-mile bikeway which will one day connect many parts of the county in a continuous loop. Seventy percent of the OC Loop is already

OC Loop Map



Active Transportation (Continued)

in place and used by thousands to bike, walk, and connect to Orange County's beaches and inland areas. It also provides first and last mile connections to numerous bus stops and three Metrolink stations. With minimal stops and crossings, the OC Loop is also a viable commuting route to the major employers in the area.

The County of Orange, through

a Southern California Association of Governments grant, is working with cities along the OC Loop on a feasibility study to close the remaining gaps. The study will provide the cities with grant-ready information about their segments including design concepts and costs. Cities can then use the feasibility work to secure funding and advance design to leverage prior investments for community benefit.



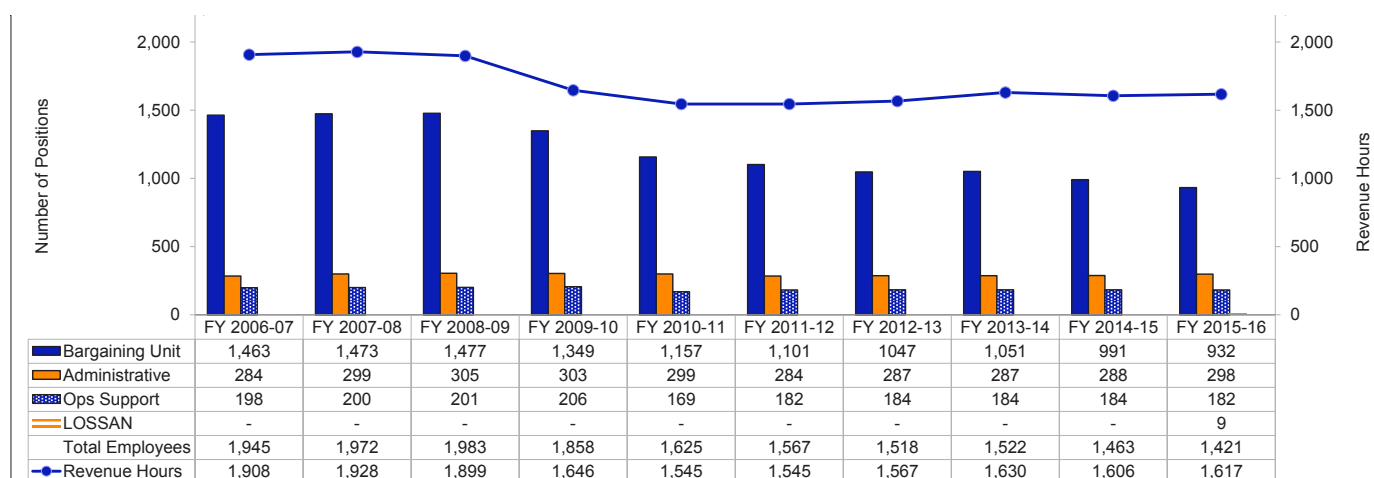
Staffing Plan

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 2015-16, staffing levels will further decrease based on the plan to convert a portion of directly operated service to a contracted service provider. The OCTA was

selected to serve as the managing agency for the Los Angeles - San Diego - San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) in August 2013. Presently four shared staff positions within the Capital Programs Division provide the administrative management of the Agency. Following execution of the interagency transfer agreement (ITA) between the Agency and the State of California, the Agency

will assume full administrative responsibility for the Pacific Surfliner intercity rail service. The Agency will then transition to be administered by eight dedicated OCTA staff. These positions are funded through the ITA with the State of California.

Historic Staffing Levels Comparison



Staffing Levels

OCTA Staffing	FY 2014-15 Headcount	FY 2015-16 Headcount	Difference
Administrative	472	480	8
Union	991	932	(59)
- Coach Operator	765	713	(52)
- Maintenance	185	180	(5)
- Facility Technicians and Parts Clerks	41	39	(2)
OCTA Positions	1,463	1,412	(51)
LOSSAN	-	9	9
Total Authority Positions	1,463	1,421	(42)

Department Staffing

OCTA is comprised of eight divisions. Each division is organized by department. The table below shows staffing levels for FY 2013-14 through FY 2015-16.

Division / Department	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Office</u>			
Executive Office - CEO	5	5	5
Internal Audit	6	6	6
Clerk of the Board	4	4	4
Executive Office	15	15	15
<u>Finance and Administration</u>			
Executive Director, Finance and Admin.	4	4	4
Accounting and Financial Reporting	24	24	24
Financial Planning and Analysis	12	12	12
Contracts Admin. and Material Management	59	59	59
Information Systems	37	37	38
General Services	18	18	19
Treasury Department	2	2	2
91 Express Lanes	3	3	3
Finance and Administration	159	159	161
<u>Human Resources and Org. Development</u>			
Human Resources	19	19	19
Learning and Development	4	4	4
Risk Management	7	7	7
Executive Director of HR&OD	2	2	2
Labor and Employee Relations	5	5	6
Management Services	1	0	0
Safety	6	6	7
Human Resources and Org. Development	44	43	45
<u>Government Relations</u>			
Director, Government Relations	9	9	10
Government Relations	9	9	10
<u>Planning</u>			
Executive Director, Planning	4	4	5
Director, Strategic Planning	3	4	4
Planning and Analysis	21	21	21
Capital and Local Programs	9	9	9
Planning	37	38	39

Continued next page...

Department Staffing (continued)

Division / Department	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Capital Programs</u>			
LOSSAN Staff Administration	0	0	9
Executive Director, Capital Programs	14	14	14
Rail	11	11	13
Highway Programs	12	12	12
Capital Programs	37	37	48
<u>External Affairs</u>			
Executive Director, External Affairs	3	3	3
Marketing	11	10	13
OCTD Marketing	8	8	6
Public Communications	10	10	11
Media Relations	0	0	3
Vanpool	3	2	2
Rideshare	1	3	2
Strategic Communications	4	4	0
External Affairs	40	40	40
<u>Transit</u>			
O.C. Taxicab Administration Program	4	5	4
Motorist Services	3	3	4
General Manager Transit	5	5	5
Bus Operations	885	833	780
Community Transportation Services	12	12	6
Maintenance	253	245	239
Service Planning and Customer Advocacy	12	12	11
Transit Programs Management	4	4	4
Security Assessment	3	3	3
Contracted Services	0	0	7
Transit	1,181	1,122	1,063



OCTA



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 2015-16 budget.

External Sources and Uses Summary*

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5100 Passenger Fares	57,446,038	58,636,373	56,535,726
5500 91 Express Lanes Revenue	42,857,411	41,459,074	41,977,061
6010 State Transit Assistance	2,335,865	1,688,000	1,593,377
6020 State Assistance	49,787,756	33,458,000	15,072,687
6030 Federal Operating Assistance Grants	113,129,970	97,867,249	96,887,563
6040 Federal Capital Assistance Grants	51,346,673	211,733,300	57,583,220
6050 Reimbursement from Other Agencies	24,801,416	18,172,033	33,047,689
6100 Property Taxes	12,366,178	12,859,329	12,401,715
6101 Taxes	451,153,709	481,466,552	496,267,421
6103 DMV Fees	2,668,875	2,654,190	2,687,567
6110 License Fees	805,416	763,251	666,078
6200 Interest Income	19,985,148	17,718,922	20,194,266
6300 Other Non-operating Revenue	13,015,332	12,009,387	9,368,528
6550 Proceeds Sale of Capital Asset	4,422,192	0	2,500,000
Subtotal Revenues	\$ 846,121,979	\$ 990,485,660	\$ 846,782,898
Use of Prior Year Designations	60,189,717	133,959,637	175,752,478
Total Sources	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376
Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	149,338,358	155,652,290	158,044,532
7101 LOSSAN Salaries and Benefits	0	0	1,663,657
7300 Purchased Transportation Services	76,671,875	85,131,181	90,370,072
7500 Professional Services	99,911,747	203,779,241	199,312,627
7540 Insurance Claims/Premiums	8,778,937	14,774,385	8,985,000
7600 General and Administrative	10,505,738	10,174,564	14,420,750
7700 Maintenance Parts and Fuel	26,408,318	30,274,012	24,976,768
7800 Contributions to Other Agencies	198,690,957	243,455,717	196,492,211
8111 Interest Expense	28,178,955	27,948,938	27,329,938
8112 Principal Payment On Long Term Debt	6,600,000	6,865,000	7,210,000
9000 Capital Expenditures	142,968,483	301,387,303	236,521,222
Subtotal Expenses	\$ 748,053,368	\$ 1,079,442,631	\$ 965,326,777
Designations	158,258,328	45,002,666	57,208,599
Total Uses	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

*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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5110 Farebox Revenue	29,571,930	27,326,075	25,337,759
5150 Pass Sales	16,272,279	15,283,005	14,268,892
5180 Coupon Sales	3,524,178	3,247,073	3,231,498
5220 Direct Route Subsidy	5,332,149	10,130,665	10,915,633
5240 Passenger Revenue Subsidy	2,289,834	2,283,360	2,419,200
5260 Miscellaneous Transit Revenue	4,054,004	4,041,195	3,462,744
5510 91 Express Lanes Revenue	34,047,077	34,514,899	34,470,000
5550 Tollroad Fee Income	8,804,081	6,944,175	7,507,061
5580 Tollroad Income Other	6,253	0	0
6020 State Assistance	52,123,621	35,146,000	16,666,064
6030 Federal Operating Assistance Grants	113,129,970	97,867,249	96,887,563
6040 Federal Capital Assistance Grants	51,346,673	211,733,300	57,583,220
6050 Other Financial Assistance	24,858,946	18,172,033	33,047,689
6100 Taxes	466,188,762	496,980,071	511,356,703
6110 Operator Licenses	805,416	763,251	666,078
6200 Interest Income	19,985,148	17,718,922	20,194,266
6310 Rental Income	4,842,554	2,073,149	1,295,400
6330 Fees and Fines	175,912	145,655	153,356
6350 Insurance Recoveries	1,204,718	712,500	790,000
6370 Miscellaneous	3,136,282	5,403,083	4,029,772
6550 Proceeds Sale of Capital Asset	4,422,192	0	2,500,000
Total Revenues	\$ 846,121,979	\$ 990,485,660	\$ 846,782,898
91 Express Lanes Pavement Improvement	0	0	15,500,000
Admin Services	8,670	0	0
Anaheim Regional Transportation Intermodal	17,147,298	6,988,469	0
Anaheim and Santa Ana Go Local Program	0	457,000	0
Anaheim Emergency Access	0	1,085,000	0
Anaheim Canyon Station Project	0	2,500,000	124,500
Article 3 Bikeway & Pedestrian Facilities	227,898	0	0
Bond Issue FY 2013-14 Refinance	0	0	1,969,326
Bristol Street Widening Project	0	10,025,850	15,000,000
Combined Transportation Funding Program	0	20,040,000	0
Commuter Rail Operations	10,796,982	22,500,000	25,831,631
Commuter Rail Capital Improvements	0	8,384,209	7,893,296
Debt Service	6,970,575	0	0
Freeway Service Patrol Hardware/Software	67,814	172,631	0
Fullerton Station Elevator Updgrade	0	700,000	1,803,000
Future Freeway Service Patrol	677,888	840,549	2,376,755

*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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Gas Tax Reserve	543,570	0	0
High Occupancy Vehicle Lane Projects	506,580	250,000	0
I-405/SR-55 Connector	0	200,000	0
I-5 from I-405 thru I-605	0	21,000	0
I-5 Gateway Project to LA County Line	0	10,000	0
iShuttle Operating Service	0	2,364,338	2,736,246
Laguna Niguel to SJC Passing Siding (Design)	0	0	125,000
Laguna Niguel/Mission Viejo Station Parking	0	402,650	95,000
LOSSAN Slope Stabilization	0	0	187,400
LTF Revenue Distribution	13,810	0	0
Measure M	0	798,156	0
OC Metrolink Maintenance Facility	0	0	14,200,000
OCTAP Operations	0	134,323	222,471
OCTD Fixed Asset Reserves	0	13,309,000	17,561,406
Orange Transportation Center Parking	0	1,500,000	0
Placentia Metrolink Station	0	0	12,262,250
Project O Grade Separations	0	40,811,462	42,524,673
SAAV Operations	3,080	0	0
Savings Transferred to M2	6,221,837	0	0
Scholarship Fund Reserves	11,937	0	0
SR-22 Construction	0	160,000	0
SR-55/SR-73 Connector B	0	0	162,745
SR-91/SR-241 HOV/HOT	0	0	1,200,000
Stationlink Rail Feeder Service	0	0	1,555,835
Streetcar - Project S	0	0	5,300,000
West County Connectors	16,991,778	305,000	6,470,944
Yorba Linda Smart Street Project	0	0	650,000
Total Use of Prior Year Designations	\$ 60,189,717	\$ 133,959,637	\$ 175,752,478
Available Revenues / Use of Designations	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

*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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7110 Salaries-Regular Employees	82,680,340	85,450,231	85,738,442
7150 Extra Help Employees	1,075,288	1,440,168	1,306,262
7209 Deferred Compensation	1,529,414	1,452,201	1,558,071
7210 Pensions	28,587,747	30,098,574	32,308,317
7220 Insurances	2,351,259	2,200,933	2,162,640
7240 Health Care	18,159,527	18,467,924	20,129,428
7260 Compensated Absences	11,195,915	12,220,476	12,293,362
7280 Other Benefits	3,758,868	4,321,783	4,211,667
7310 Contract Transportation	76,671,875	85,131,181	90,370,072
7510 Professional Services	57,139,179	153,990,675	128,644,181
7540 Insurance Claims Expense	8,778,937	14,774,385	8,985,000
7610 Outside Services	42,579,978	49,578,891	70,274,834
7630 Advertising Fees	192,590	209,675	393,612
7640 Utilities	3,067,597	2,937,718	2,741,475
7650 Travel, Training, and Mileage	477,026	813,632	804,838
7660 Office Expense	2,085,948	2,575,167	3,093,447
7670 Miscellaneous Expense	3,537,630	929,558	2,056,130
7690 Leases	3,310,911	1,751,476	5,721,165
7710 Fuels and Lubricants	16,196,812	20,455,665	16,303,435
7740 Tires and Tubes	2,330,880	2,118,801	2,254,612
7750 Maintenance Expense	7,880,626	7,699,546	6,418,721
7780 General Equipment/Structures	4,425	21,800	1,265,000
7790 Other Materials and Supplies	1,101,074	1,509,375	1,413,925
7820 Taxes	350,197	468,850	368,850
7830 Contributions to Other Agencies	195,261,887	242,622,705	193,448,131
8110 Debt Service	34,778,955	34,813,938	34,539,938
9010 Work In Process	0	0	41,431,652
9020 Capital Exp-Locally Funded	21,535,304	137,485,303	48,673,320
9080 Construction in Progress	121,433,179	163,902,000	146,416,250
Subtotal Expenses	\$ 748,053,368	\$ 1,079,442,631	\$ 965,326,777
ARBA Contributions	2,003,242	1,187,455	1,468,445
Designated for Future OCUTT Projects	171,530	61,642	5,978
Designated for Future M2 Projects	84,733,399	0	0
Designated for Future SR-91 Projects	21,706,630	15,723,660	18,272,569
Designated for Future Freeway Service Patrol	185,547	0	0
Fixed Asset Reserve	44,926,937	28,024,967	37,460,660
General Fund Designations	2,510,944	0	0
OCTAP Operations	86,955	0	0
Personal Liability & Property Damage	210,577	0	0
SAAV Operations	0	4,942	947
STAF	5,258	0	0
Workers' Compensation	1,717,309	0	0
Subtotal Designations	\$ 158,258,328	\$ 45,002,666	\$ 57,208,599
Total Uses	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

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



OCTA



Fund Budget Summary

The reports in the Financial Reports 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 information 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 Revenues 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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
91 Express Lanes	43,666,178	42,461,474	71,127,368
ARBA Trust Fund	2,923,488	1,187,455	2,469,349
Commuter and Urban Rail Endowment 1	28,631,043	52,142,373	75,841,329
Gas Tax Fund	543,570	0	0
General Fund	5,887,276	15,147,313	31,278,036
Internal Service Fund-PL and PD	429,183	382,355	457,120
Internal Service Fund-Workers' Compensation	949,806	477,877	755,399
Local Transportation Authority Measure M1	58,708,247	31,602,890	0
Local Transportation Authority Measure M2	404,836,217	502,315,363	435,618,160
Local Transportation Fund	149,570,279	159,884,666	165,278,314
Measure M2 Bond Debt Service	13,380,212	6,559,064	6,493,553
Orange County Taxi Administration Program	841,099	932,013	912,395
Orange County Transit District	166,798,771	284,987,359	187,470,238
Orange County Unified Transportation Trust	696,106	319,262	89,933
Scholarship Fund	26,092	16,673	17,977
Service Authority for Abandoned Vehicles	5,111	10,000	1,000
Service Authority for Freeway Emergencies	6,122,826	6,248,169	7,740,461
State Transit Assistance Fund	22,287,522	19,770,991	20,887,347
Transit Development Capital Project	8,670	0	16,097,397
Total Authority	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

*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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
91 Express Lanes	41,375,877	39,957,362	59,939,339
ARBA Trust Fund	2,923,488	1,187,455	2,469,349
Commuter and Urban Rail Endowment 1	22,504,324	45,506,946	68,156,980
General Fund	63,151,055	98,109,946	130,537,518
Internal Service Fund-PL and PD	5,007,771	9,081,004	4,678,426
Internal Service Fund-Workers' Compensation	7,328,324	7,093,894	7,634,269
Local Transportation Authority Measure M1	36,236,781	28,986,576	0
Local Transportation Authority Measure M2	394,207,321	448,701,699	356,224,424
Local Transportation Fund	4,369,087	3,866,109	4,152,753
Measure M2 Bond Debt Service	28,790,838	28,791,838	28,793,588
Orange County Taxi Administration Program	566,758	655,843	566,913
Orange County Transit District	294,261,147	406,366,852	310,545,634
Orange County Unified Transportation Trust	189,526	69,262	14,933
Scholarship Fund	26,092	16,673	17,977
Service Authority for Abandoned Vehicles	5,007	10,000	1,000
Service Authority for Freeway Emergencies	5,361,222	6,043,838	7,370,621
State Transit Assistance Fund	7,078	0	0
Transit Development Capital Project	0	0	41,431,652
Total Authority	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

*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 by Fund*

Description	Source of Funds		
	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Administrative</u>			
ARBA Trust Fund	2,923,488	1,187,455	2,469,349
General Fund	5,887,276	15,147,313	31,278,036
Internal Service Fund-PL and PD	429,183	382,355	457,120
Internal Service Fund-Workers' Compensation	949,806	477,877	755,399
Scholarship Fund	26,092	16,673	17,977
Subtotal Administrative	\$ 10,215,845	\$ 17,211,673	\$ 34,977,881
<u>Transit</u>			
Gas Tax Fund	543,570	0	0
Local Transportation Fund	149,570,279	159,884,666	165,278,314
Orange County Transit District	166,798,771	284,987,359	187,470,238
State Transit Assistance Fund	22,287,522	19,770,991	20,887,347
Subtotal Transit	\$ 339,200,142	\$ 464,643,016	\$ 373,635,899
<u>Measure M</u>			
Local Transportation Authority Measure M1	58,708,247	31,602,890	0
Local Transportation Authority Measure M2	404,836,217	502,315,363	435,618,160
Measure M2 Bond Debt Service	13,380,212	6,559,064	6,493,553
Subtotal Measure M	\$ 476,924,676	\$ 540,477,317	\$ 442,111,713
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	28,631,043	52,142,373	75,841,329
Subtotal Rail	\$ 28,631,043	\$ 52,142,373	\$ 75,841,329
<u>91 Express Lanes</u>			
91 Express Lanes	43,666,178	42,461,474	71,127,368
Subtotal 91 Express Lanes	\$ 43,666,178	\$ 42,461,474	\$ 71,127,368
<u>Motorist and Taxi Services</u>			
Orange County Taxi Administration Program	841,099	932,013	912,395
Service Authority for Abandoned Vehicles	5,111	10,000	1,000
Service Authority for Freeway Emergencies	6,122,826	6,248,169	7,740,461
Subtotal Motorist and Taxi Services	\$ 6,969,036	\$ 7,190,182	\$ 8,653,856
<u>Capital Project</u>			
Orange County Unified Transportation Trust	696,106	319,262	89,933
Transit Development Capital Project	8,670	0	16,097,397
Subtotal Capital Project	\$ 704,776	\$ 319,262	\$ 16,187,330
Total Authority	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

*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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Administrative</u>			
ARBA Trust Fund	2,923,488	1,187,455	2,469,349
General Fund	63,151,055	98,109,946	130,537,518
Internal Service Fund-PL and PD	5,007,771	9,081,004	4,678,426
Internal Service Fund-Workers' Compensation	7,328,324	7,093,894	7,634,269
Scholarship Fund	26,092	16,673	17,977
Subtotal Administrative	\$ 78,436,730	\$ 115,488,972	\$ 145,337,539
<u>Transit</u>			
Local Transportation Fund	4,369,087	3,866,109	4,152,753
Orange County Transit District	294,261,147	406,366,852	310,545,634
State Transit Assistance Fund	7,078	0	0
Subtotal Transit	\$ 298,637,312	\$ 410,232,961	\$ 314,698,387
<u>Measure M</u>			
Local Transportation Authority Measure M1	36,236,781	28,986,576	0
Local Transportation Authority Measure M2	394,207,321	448,701,699	356,224,424
Measure M2 Bond Debt Service	28,790,838	28,791,838	28,793,588
Subtotal Measure M	\$ 459,234,940	\$ 506,480,113	\$ 385,018,012
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	22,504,324	45,506,946	68,156,980
Subtotal Rail	\$ 22,504,324	\$ 45,506,946	\$ 68,156,980
<u>91 Express Lanes</u>			
91 Express Lanes	41,375,877	39,957,362	59,939,339
Subtotal 91 Express Lanes	\$ 41,375,877	\$ 39,957,362	\$ 59,939,339
<u>Motorist and Taxi Services</u>			
Orange County Taxi Administration Program	566,758	655,843	566,913
Service Authority for Abandoned Vehicles	5,007	10,000	1,000
Service Authority for Freeway Emergencies	5,361,222	6,043,838	7,370,621
Subtotal Motorist and Taxi Services	\$ 5,932,987	\$ 6,709,681	\$ 7,938,534
<u>Capital Project</u>			
Orange County Unified Transportation Trust	189,526	69,262	14,933
Transit Development Capital Project	0	0	41,431,652
Subtotal Capital Project	\$ 189,526	\$ 69,262	\$ 41,446,585
Total Authority	\$ 906,311,696	\$ 1,124,445,297	\$ 1,022,535,376

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



OCTA



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 was funded and administered pursuant to a 1994 Memorandum of Understanding (and its subsequent amendments) with OCERS. 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 per-

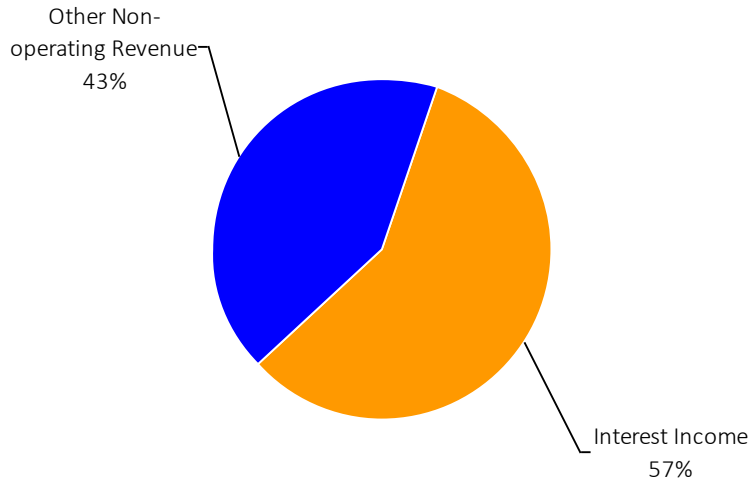
formance, participating agencies began contributing 0.5 percent of payroll. In April 2008, OCTA entered into a new agreement with OCERS to administer ARBA. OCTA currently funds ARBA based on biennial actuarial valuations. The most recent actuarial study recommended 0.98 percent of payroll be set aside in the FY 2015-16 budget to fund the benefit.

ARBA Trust Fund Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6200 Interest Income	2,075,291	246,055	1,414,869
6300 Other Non-operating Revenue	848,197	941,400	1,054,480
Subtotal Revenues	\$ 2,923,488	\$ 1,187,455	\$ 2,469,349
Total Sources	\$ 2,923,488	\$ 1,187,455	\$ 2,469,349

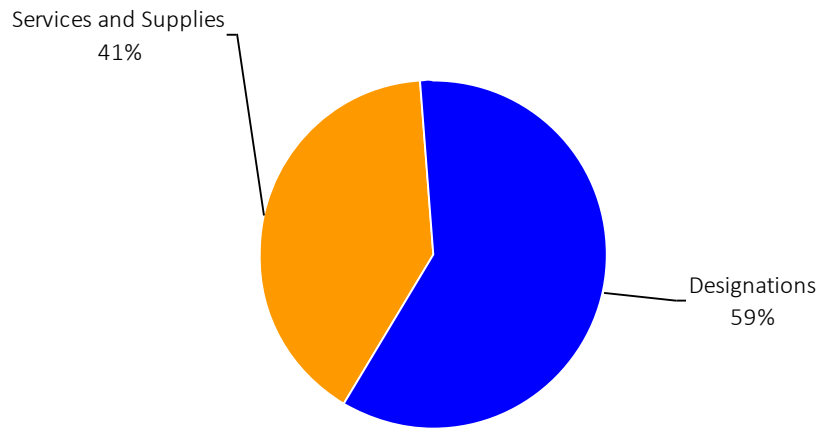
Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7800 Contributions to Other Agencies	920,246	0	1,000,904
Subtotal Expenses	\$ 920,246	\$ 0	\$ 1,000,904
Designations	2,003,242	1,187,455	1,468,445
Total Uses	\$ 2,923,488	\$ 1,187,455	\$ 2,469,349

FY 2015-16	Amount
Interest Income	\$ 1,414,869
Other Non-operating Revenue	1,054,480
Total Sources	\$ 2,469,349



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 1,000,904
Designations	1,468,445
Total Uses	\$ 2,469,349

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. 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, including subrecipient monitoring. 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



General Fund - Narrative (continued)

generally accepted accounting principles. 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 Express Lanes.

The 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.

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.

General Fund Sources & Uses

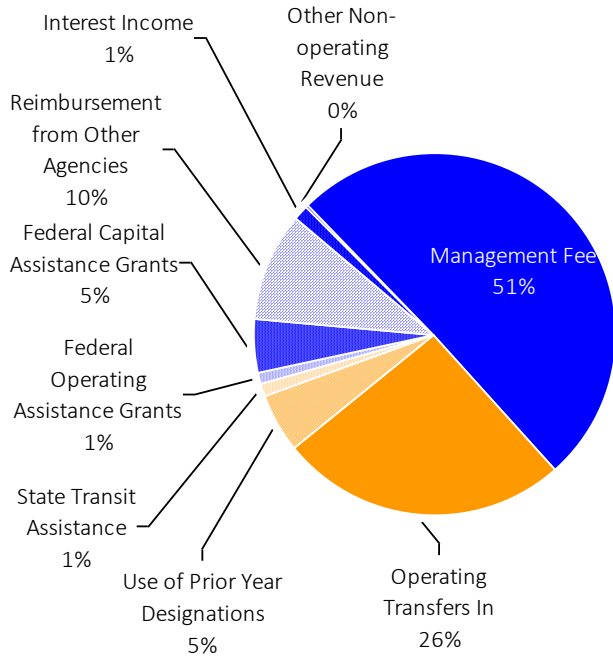
Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6010 State Transit Assistance	2,003,624	1,688,000	1,593,377
6020 State Assistance	91,530	0	0
6030 Federal Operating Assistance Grants	2,889,809	2,198,669	1,494,187
6040 Federal Capital Assistance Grants	322,201	9,299,000	6,045,135
6050 Reimbursement from Other Agencies	263,510	125,000	12,937,082
6200 Interest Income	97,044	71,362	1,745,370
6300 Other Non-operating Revenue	219,558	1,765,282	341,941
6400 Management Fee	51,905,218	58,882,267	66,318,590
6500 Operating Transfers In	6,023,647	24,637,887	33,887,125
Subtotal Revenues	\$ 63,816,141	\$ 98,667,467	\$ 124,362,807
Use of Prior Year Designations	0	0	7,120,944
Total Sources	\$ 63,816,141	\$ 98,667,467	\$ 131,483,751

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	41,526,899	46,232,913	49,446,705
7101 LOSSAN Salaries and Benefits	0	0	1,687,619
7500 Professional Services	9,920,324	14,111,483	24,535,559
7540 Insurance Claims/Premiums	825	0	0
7600 General and Administrative	5,725,147	4,580,979	9,149,502
7700 Maintenance Parts and Fuel	6,237	17,500	8,500
7800 Contributions to Other Agencies	3,015,544	15,038,289	20,991,866
9000 Capital Expenditures	1,110,221	18,686,303	25,664,000
Subtotal Expenses	\$ 61,305,197	\$ 98,667,467	\$ 131,483,751
Designations	2,510,944	0	0
Total Uses	\$ 63,816,141	\$ 98,667,467	\$ 131,483,751

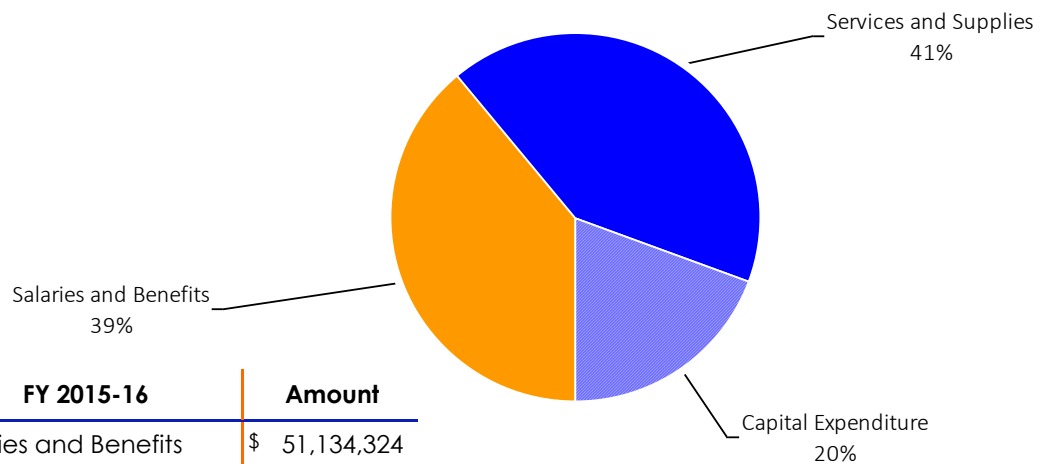
General Fund



FY 2015-16	Amount
State Transit Assistance	\$ 1,593,377
Federal Operating Assistance Grants	1,494,187
Federal Capital Assistance Grants	6,045,135
Reimbursement from Other Agencies	12,937,082
Interest Income	1,745,370
Other Non-operating Revenue	341,941
Management Fee	66,318,590
Operating Transfers In	33,887,125
Use of Prior Year Designations	7,120,944
Total Sources	\$ 131,483,751

Sources

Uses



FY 2015-16	Amount
Salaries and Benefits	\$ 51,134,324
Services and Supplies	54,685,427
Capital Expenditure	25,664,000
Total Uses	\$ 131,483,751

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.



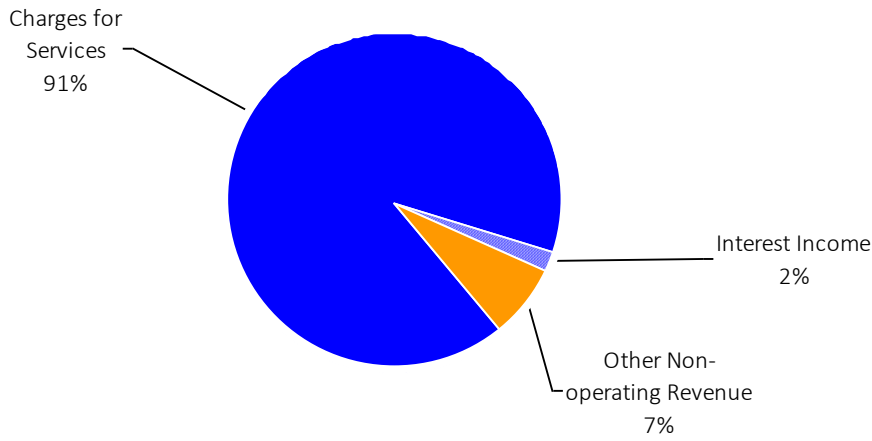
Internal Service Fund-PL and PD Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5300 Charges for Services	4,740,009	8,846,726	4,458,621
6200 Interest Income	164,887	107,355	107,120
6300 Other Non-operating Revenue	264,296	275,000	350,000
Subtotal Revenues	\$ 5,169,192	\$ 9,229,081	\$ 4,915,741
Total Sources	\$ 5,169,192	\$ 9,229,081	\$ 4,915,741

Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	161,421	148,077	237,315
7500 Professional Services	1,399,598	1,545,682	1,543,426
7540 Insurance Claims/Premiums	3,369,533	7,534,385	3,135,000
7600 General and Administrative	0	937	0
7800 Contributions to Other Agencies	28,063	0	0
Subtotal Expenses	\$ 4,958,615	\$ 9,229,081	\$ 4,915,741
Designations	210,577	0	0
Total Uses	\$ 5,169,192	\$ 9,229,081	\$ 4,915,741

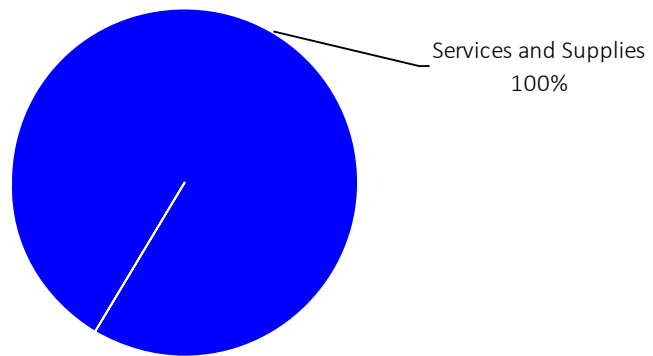
Internal Service Fund-PL and PD

FY 2015-16	Amount
Charges for Services	\$ 4,458,621
Interest Income	107,120
Other Non-operating Revenue	350,000
Total Sources	\$ 4,915,741



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 4,915,741
Total Uses	\$ 4,915,741

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.

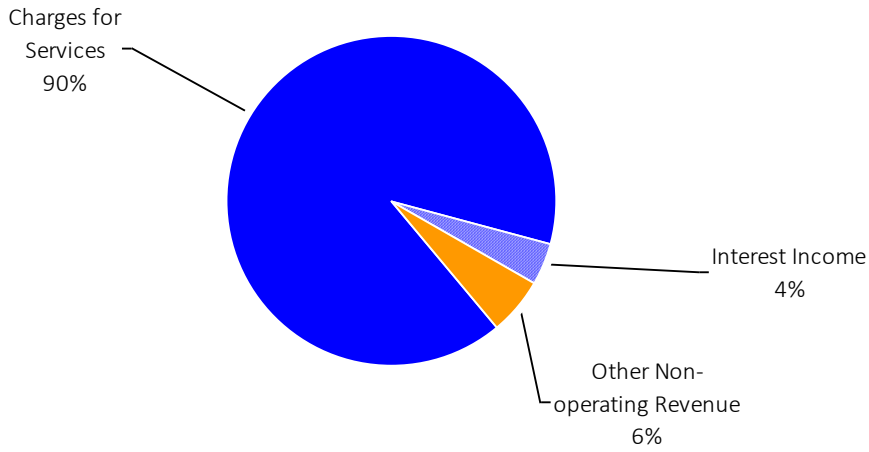
Internal Service Fund-Workers' Compensation Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5300 Charges for Services	6,446,534	6,670,332	6,978,865
6200 Interest Income	165,367	40,377	315,399
6300 Other Non-operating Revenue	784,439	437,500	440,000
Subtotal Revenues	\$ 7,396,340	\$ 7,148,209	\$ 7,734,264
Total Sources	\$ 7,396,340	\$ 7,148,209	\$ 7,734,264

Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	68,016	54,315	99,995
7500 Professional Services	435,264	442,978	2,374,269
7540 Insurance Claims/Premiums	4,923,770	6,490,000	5,100,000
7600 General and Administrative	0	916	0
7800 Contributions to Other Agencies	251,981	160,000	160,000
Subtotal Expenses	\$ 5,679,031	\$ 7,148,209	\$ 7,734,264
Designations	1,717,309	0	0
Total Uses	\$ 7,396,340	\$ 7,148,209	\$ 7,734,264

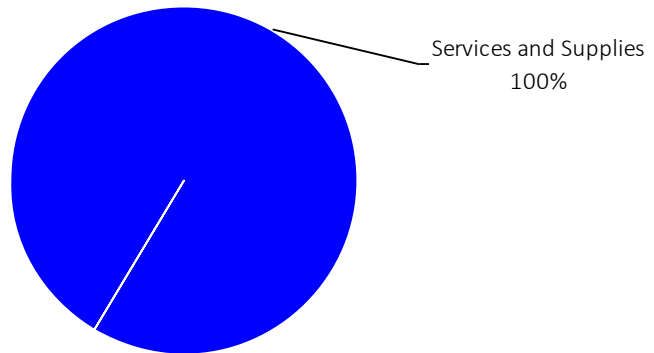
Internal Service Fund-Workers' Compensation

FY 2015-16	Amount
Charges for Services	\$ 6,978,865
Interest Income	315,399
Other Non-operating Revenue	440,000
Total Sources	\$ 7,734,264



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 7,734,264
Total Uses	\$ 7,734,264

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. The scholarship fund benefits college age children, grandchildren of OCTA employees and OCTA interns. To be eligible for this scholarship, students are required to write an essay as to why they want to attend college, or, if applying for a second 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

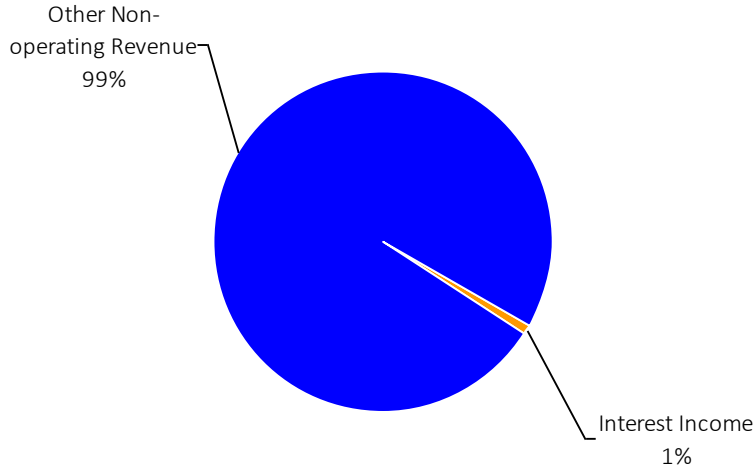
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6200 Interest Income	25	11	141
6300 Other Non-operating Revenue	14,130	16,662	17,836
Subtotal Revenues	\$ 14,155	\$ 16,673	\$ 17,977
Use of Prior Year Designations	11,937	0	0
Total Sources	\$ 26,092	\$ 16,673	\$ 17,977

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7500 Professional Services	3	0	0
7800 Contributions to Other Agencies	26,089	16,673	17,977
Subtotal Expenses	\$ 26,092	\$ 16,673	\$ 17,977
Total Uses	\$ 26,092	\$ 16,673	\$ 17,977

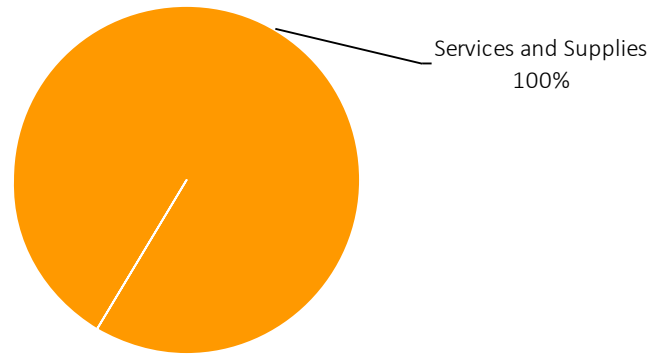
Scholarship Fund

FY 2015-16	Amount
Interest Income	\$ 141
Other Non-operating Revenue	17,836
Total Sources	\$ 17,977



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 17,977
Total Uses	\$ 17,977



OCTA



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 concluding in 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 2013-14.

Gas Tax Fund Sources & Uses

Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Use of Prior Year Designations	543,570	0	0
Total Sources	\$ 543,570	\$ 0	\$ 0

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
8200 Operating Transfers Out	543,570	0	0
Subtotal Expenses	\$ 543,570	\$ 0	\$ 0
Total Uses	\$ 543,570	\$ 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 2015-16, OCTA is claiming \$135,882 for this function. The Orange County Auditor-Controller is also claiming \$6,439 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 \$3,677,747 of TDA revenues for this function in FY 2015-16. An additional \$1,225,916 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 2015-16, OCTD is claiming \$149,366,592 for providing public transit services to Orange County residents. Laguna Beach is eligible to claim \$1,122,388 in FY 2015-16 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 2015-16, OCTD is claiming \$7,920,473 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

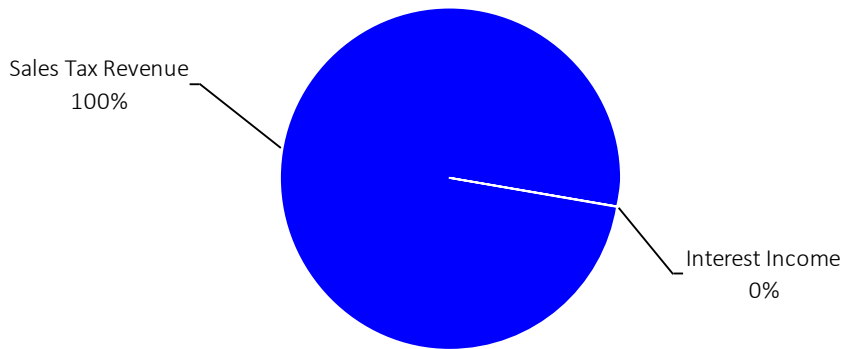
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6104 Sales Tax Revenue	149,286,219	159,849,314	165,253,448
6200 Interest Income	42,352	35,352	24,866
Subtotal Revenues	\$ 149,328,571	\$ 159,884,666	\$ 165,278,314
Use of Prior Year Designations	241,708	0	0
Total Sources	\$ 149,570,279	\$ 159,884,666	\$ 165,278,314

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7500 Professional Services	2,021,789	1,582,666	1,798,010
7600 General and Administrative	3,760	0	0
7800 Contributions to Other Agencies	2,343,538	2,283,443	2,354,743
8200 Operating Transfers Out	145,201,192	156,018,557	161,125,561
Subtotal Expenses	\$ 149,570,279	\$ 159,884,666	\$ 165,278,314
Total Uses	\$ 149,570,279	\$ 159,884,666	\$ 165,278,314

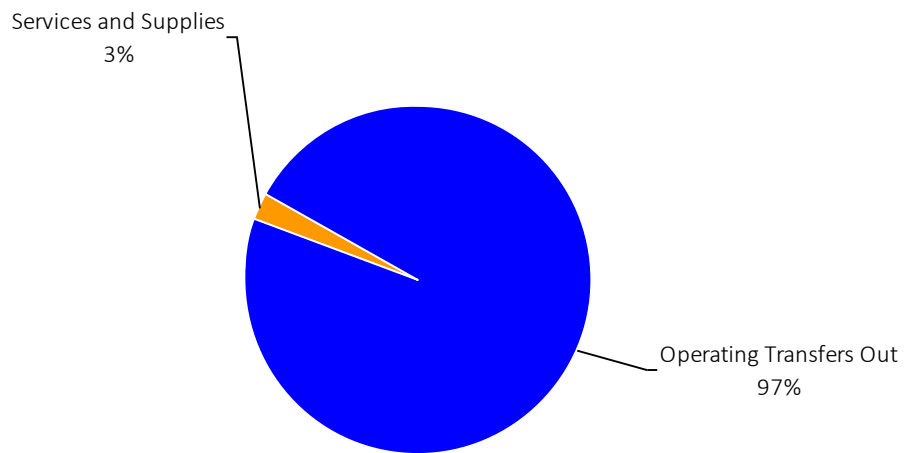
Local Transportation Fund

FY 2015-16	Amount
Sales Tax Revenue	\$ 165,253,448
Interest Income	24,866
Total Sources	\$ 165,278,314



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 4,152,753
Operating Transfers Out	161,125,561
Total Uses	\$ 165,278,314

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 2015-16, OCTA will directly operate approximately 1.0 million revenue hours of fixed-route service, and contract an additional 583,000 hours. In FY 2015-16, OCTA anticipates 49.8 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 500,264 revenue hours of service and 304,154 supplemental service trips in FY 2015-16.



Orange County Transit District Sources & Uses

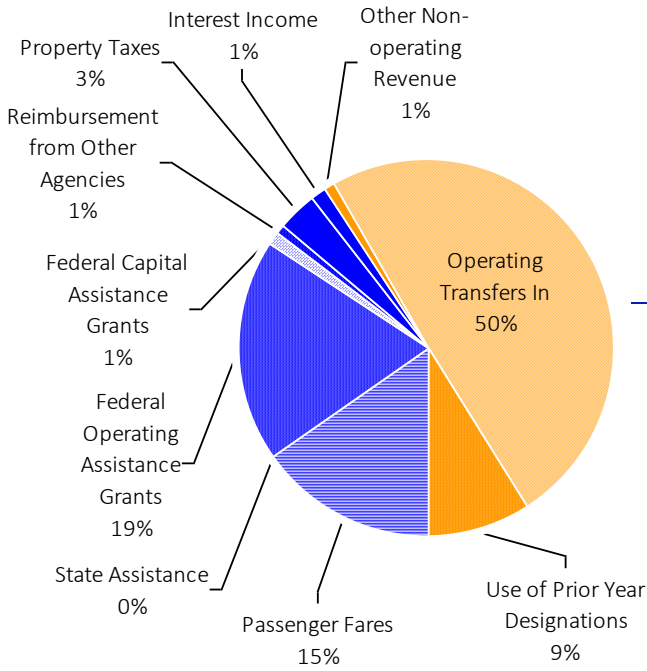
Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5100 Passenger Fares	57,446,038	58,636,373	56,535,726
6020 State Assistance	3,975,158	1,297,950	28,475
6030 Federal Operating Assistance Grants	62,340,547	61,864,348	69,885,376
6040 Federal Capital Assistance Grants	19,734,100	117,475,000	4,072,607
6050 Reimbursement from Other Agencies	725,024	1,140,513	3,944,712
6100 Property Taxes	12,366,178	12,859,329	12,401,715
6200 Interest Income	3,719,808	3,114,223	4,251,331
6300 Other Non-operating Revenue	6,491,918	5,264,773	3,788,890
6500 Operating Transfers In	169,438,554	179,000,280	183,811,609
Subtotal Revenues	\$ 336,237,325	\$ 440,652,789	\$ 338,720,441
Use of Prior Year Designations	0	23,334,850	32,561,406
Total Sources	\$ 336,237,325	\$ 463,987,639	\$ 371,281,847

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	113,864,994	115,590,076	115,053,332
7300 Purchased Transportation Services	68,793,373	76,821,181	81,849,572
7400 Overhead Allocation	31,299,860	32,640,312	35,251,537
7500 Professional Services	15,541,534	19,693,980	21,231,263
7540 Insurance Claims/Premiums	7,116	0	0
7600 General and Administrative	9,912,348	13,686,554	8,898,320
7700 Maintenance Parts and Fuel	26,402,081	30,256,512	24,968,268
7800 Contributions to Other Agencies	5,267,167	4,124,207	3,644,575
8111 Interest Expense	1,563	0	0
8200 Operating Transfers Out	160,440	10,025,850	15,000,000
9000 Capital Expenditures	20,059,912	133,124,000	27,924,320
Subtotal Expenses	\$ 291,310,388	\$ 435,962,672	\$ 333,821,187
Designations	44,926,937	28,024,967	37,460,660
Total Uses	\$ 336,237,325	\$ 463,987,639	\$ 371,281,847

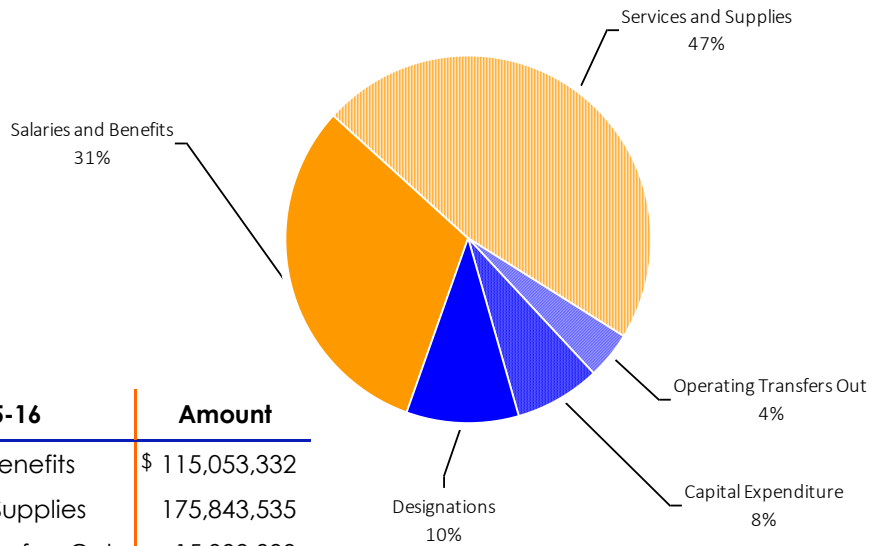
Orange County Transit District



FY 2015-16	Amount
Passenger Fares	\$ 56,535,726
State Assistance	28,475
Federal Operating Assistance Grants	69,885,376
Federal Capital Assistance Grants	4,072,607
Reimbursement from Other Agencies	3,944,712
Property Taxes	12,401,715
Interest Income	4,251,331
Other Non-operating Revenue	3,788,890
Operating Transfers In	183,811,609
Use of Prior Year Designations	32,561,406
Total Sources	\$ 371,281,847

Sources

Uses



FY 2015-16	Amount
Salaries and Benefits	\$ 115,053,332
Services and Supplies	175,843,535
Operating Transfers Out	15,000,000
Capital Expenditure	27,924,320
Designations	37,460,660
Total Uses	\$ 371,281,847

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 2015-16, this is estimated to generate \$387.8 million.

In FY 2015-16 the State Controller estimates they will collect and allocate \$193.9 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 \$193.9 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 \$20.9 million in FY 2015-16. This amount will be transferred to the OCTD fund for bus capital related expenditures.

State Transit Assistance Fund Sources & Uses

Sources Summary

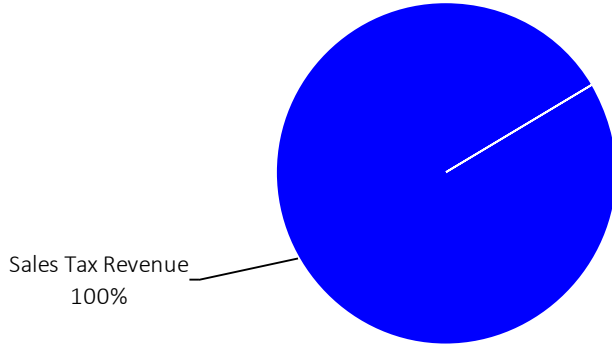
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6104 Sales Tax Revenue	22,280,444	19,770,991	20,887,347
6200 Interest Income	7,078	0	0
Subtotal Revenues	\$ 22,287,522	\$ 19,770,991	\$ 20,887,347
Total Sources	\$ 22,287,522	\$ 19,770,991	\$ 20,887,347

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7600 General and Administrative	1,601	0	0
7800 Contributions to Other Agencies	219	0	0
8200 Operating Transfers Out	22,280,444	19,770,991	20,887,347
Subtotal Expenses	\$ 22,282,264	\$ 19,770,991	\$ 20,887,347
Designations	5,258	0	0
Total Uses	\$ 22,287,522	\$ 19,770,991	\$ 20,887,347

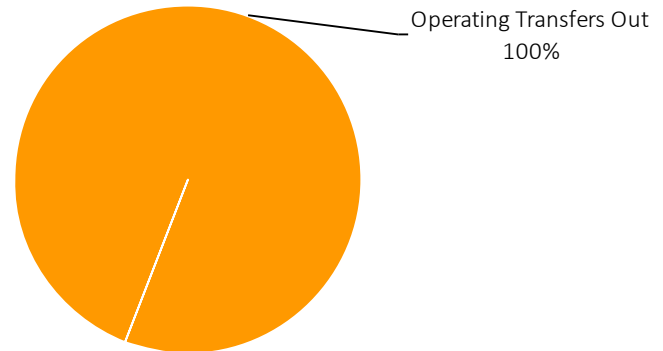
State Transit Assistance Fund

FY 2015-16	Amount
Sales Tax Revenue	\$ 20,887,347
Total Sources	\$ 20,887,347



Sources

Uses



FY 2015-16	Amount
Operating Transfers Out	\$ 20,887,347
Total Uses	\$ 20,887,347



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

The **LTA M1 Fund** 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.

Upon the closing of the M1 fund at the end of fiscal year 2015, the remaining fund balance of approximately \$99.9 million is committed and will be used for Measure M2 (M2) projects that are in the same mode and related to the original M1 Expenditure

Plan. Approximately \$80 million is from the transit program and will be deposited into OCTA's long-term operating fund for Metrolink commuter rail services. Approximately \$11.2 million of the balance is from the freeway program, and will be deposited into the General Fund for the Interstate 5 widening project and the closeout of the West County Connectors Project. The remaining \$8.7 million is from the streets and roads program, and will be deposited in the M2 fund for street improvement projects through future OCTA competitive calls for projects.

Local Transportation Authority Measure M1 Sources & Uses

Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6020 State Assistance	230,591	0	0
6030 Federal Operating Assistance Grants	4,260,437	0	0
6040 Federal Capital Assistance Grants	1,087,643	0	0
6050 Reimbursement from Other Agencies	8,088,155	5,498,000	0
6200 Interest Income	2,082,937	2,053,916	0
6300 Other Non-operating Revenue	342,045	120,000	0
6550 Proceeds Sale of Capital Asset	2,255,526	0	0
Subtotal Revenues	\$ 18,347,334	\$ 7,671,916	\$ 0
Use of Prior Year Designations	40,360,913	23,930,974	0
Total Sources	\$ 58,708,247	\$ 31,602,890	\$ 0

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	1,722,466	2,616,314	0
7500 Professional Services	1,504,355	1,436,886	0
7600 General and Administrative	51,529	21,722	0
7800 Contributions to Other Agencies	24,474,826	21,939,968	0
8200 Operating Transfers Out	20,749,000	0	0
9000 Capital Expenditures	10,206,071	5,588,000	0
Subtotal Expenses	\$ 58,708,247	\$ 31,602,890	\$ 0
Total Uses	\$ 58,708,247	\$ 31,602,890	\$ 0

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

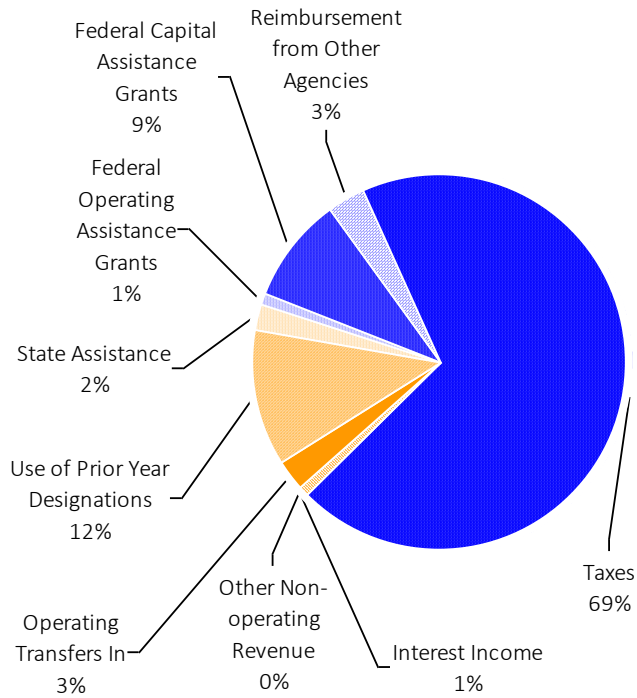
allocated to building and improving rail and bus transportation in Orange County (20 percent will be allocated to develop transit extensions for the Metrolink corridor, thereby enhancing the overall transit system and 5 percent for senior citizens and for establishing local bus circulators).

Local Transportation Authority Measure M2 Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6010 State Transit Assistance	332,241	0	0
6020 State Assistance	34,829,486	31,352,050	9,600,560
6030 Federal Operating Assistance Grants	40,434,252	22,313,940	4,160,000
6040 Federal Capital Assistance Grants	30,202,729	84,959,300	41,702,478
6050 Reimbursement from Other Agencies	15,719,789	11,200,000	14,710,000
6101 Taxes	279,587,046	301,846,247	310,126,626
6200 Interest Income	3,315,707	3,183,713	3,429,573
6300 Other Non-operating Revenue	414,967	100,000	102,000
6500 Operating Transfers In	34,129,628	0	13,153,000
Subtotal Revenues	\$ 438,965,845	\$ 454,955,250	\$ 396,984,237
Use of Prior Year Designations	0	47,360,113	51,786,923
Total Sources	\$ 438,965,845	\$ 502,315,363	\$ 448,771,160

Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	0	0	20,750
7400 Overhead Allocation	13,169,451	17,723,786	23,649,472
7500 Professional Services	36,804,786	120,687,857	83,626,632
7600 General and Administrative	72,458	179,291	184,898
7800 Contributions to Other Agencies	162,001,926	192,394,551	154,460,894
8111 Interest Expense	72,878	125,000	0
8200 Operating Transfers Out	31,589,073	35,889,878	68,897,264
9000 Capital Expenditures	110,521,874	135,315,000	117,931,250
Subtotal Expenses	\$ 354,232,446	\$ 502,315,363	\$ 448,771,160
Designations	84,733,399	0	0
Total Uses	\$ 438,965,845	\$ 502,315,363	\$ 448,771,160

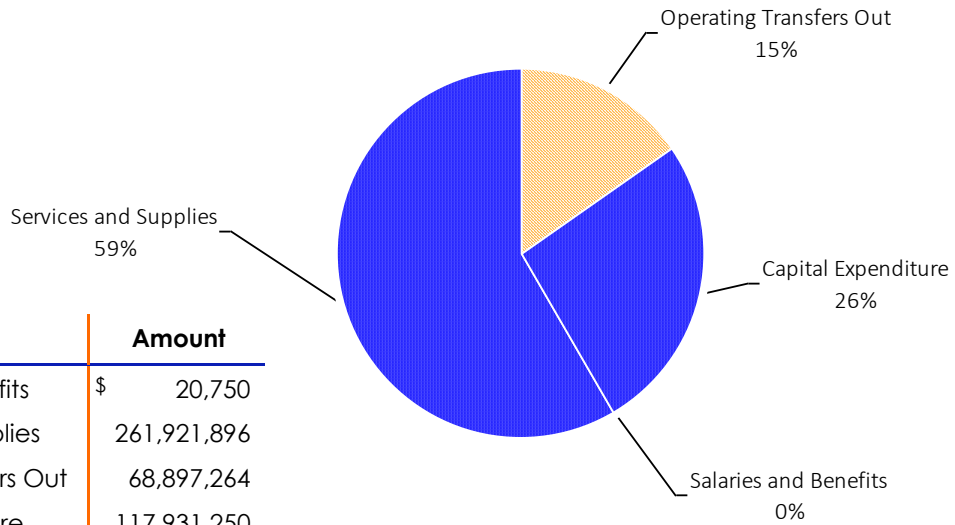
Local Transportation Authority Measure M2



FY 2015-16	Amount
State Assistance	\$ 9,600,560
Federal Operating Assistance Grants	4,160,000
Federal Capital Assistance Grants	41,702,478
Reimbursement from Other Agencies	14,710,000
Taxes	310,126,626
Interest Income	3,429,573
Other Non-operating Revenue	102,000
Operating Transfers In	13,153,000
Use of Prior Year Designations	51,786,923
Total Sources	\$ 448,771,160

Sources

Uses



FY 2015-16	Amount
Salaries and Benefits	\$ 20,750
Services and Supplies	261,921,896
Operating Transfers Out	68,897,264
Capital Expenditure	117,931,250
Total Uses	\$ 448,771,160

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.

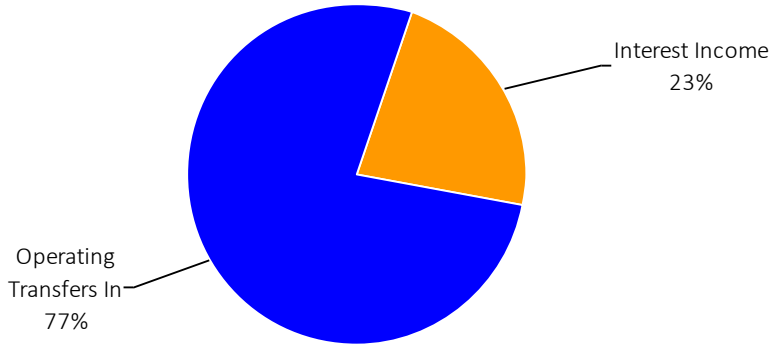
Measure M2 Bond Debt Service Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6200 Interest Income	6,409,637	6,559,064	6,493,553
6500 Operating Transfers In	28,791,254	22,232,774	22,300,035
Subtotal Revenues	\$ 35,200,891	\$ 28,791,838	\$ 28,793,588
Use of Prior Year Designations	6,970,575	0	0
Total Sources	\$ 42,171,466	\$ 28,791,838	\$ 28,793,588

Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
8111 Interest Expense	22,190,838	21,926,838	21,583,588
8112 Principal Payment On Long Term Debt	6,600,000	6,865,000	7,210,000
8200 Operating Transfers Out	13,380,628	0	0
Subtotal Expenses	\$ 42,171,466	\$ 28,791,838	\$ 28,793,588
Total Uses	\$ 42,171,466	\$ 28,791,838	\$ 28,793,588

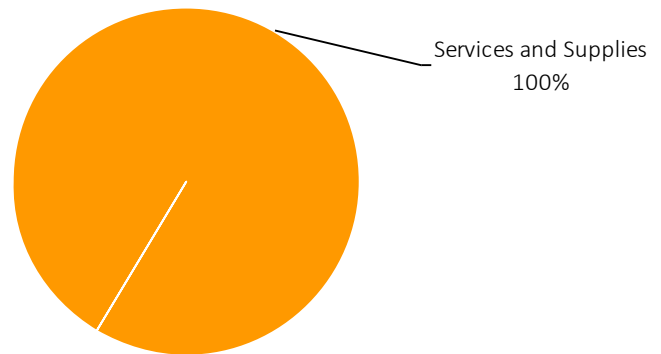
Measure M2 Bond Debt Service

FY 2015-16	Amount
Interest Income	\$ 6,493,553
Operating Transfers In	22,300,035
Total Sources	\$ 28,793,588



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 28,793,588
Total Uses	\$ 28,793,588



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, and M2, as well as Federal, State and other local sources.

Commuter and Urban Rail Endowment 1 Sources & Uses

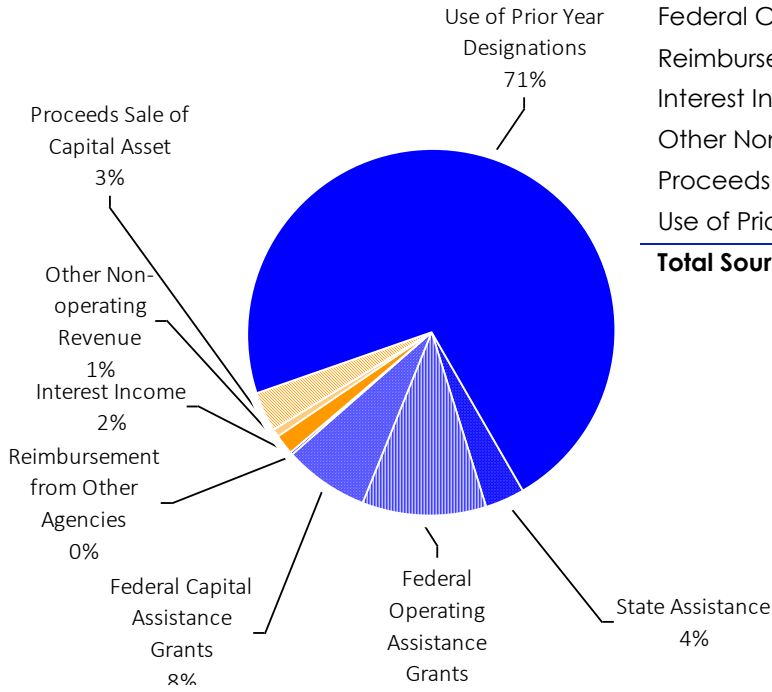
Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6020 State Assistance	10,660,991	808,000	2,662,000
6030 Federal Operating Assistance Grants	3,244,472	11,490,292	8,195,000
6040 Federal Capital Assistance Grants	0	0	5,763,000
6050 Reimbursement from Other Agencies	0	208,520	239,645
6200 Interest Income	965,412	1,190,753	1,284,039
6300 Other Non-operating Revenue	796,520	508,611	645,737
6550 Proceeds Sale of Capital Asset	2,166,666	0	2,500,000
Subtotal Revenues	\$ 17,834,061	\$ 14,206,176	\$ 21,289,421
Use of Prior Year Designations	10,796,982	37,936,197	54,551,908
Total Sources	\$ 28,631,043	\$ 52,142,373	\$ 75,841,329

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	2,154,667	2,032,089	2,720,912
7500 Professional Services	23,476,622	31,665,930	36,484,954
7600 General and Administrative	37,397	13,142	6,526
7800 Contributions to Other Agencies	-1,714,929	7,128,874	12,345,500
8200 Operating Transfers Out	3,972,052	4,603,338	4,963,437
9000 Capital Expenditures	705,234	6,699,000	19,320,000
Subtotal Expenses	\$ 28,631,043	\$ 52,142,373	\$ 75,841,329
Total Uses	\$ 28,631,043	\$ 52,142,373	\$ 75,841,329

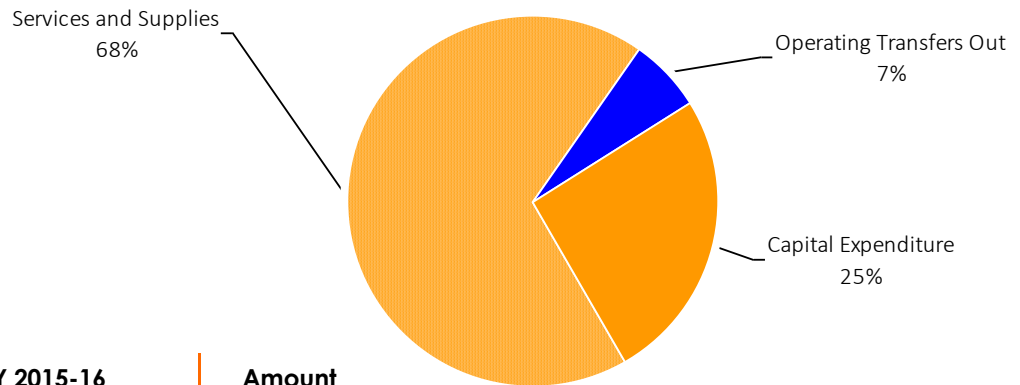
Commuter and Urban Rail Endowment 1



FY 2015-16	Amount
State Assistance	\$ 2,662,000
Federal Operating Assistance Grants	8,195,000
Federal Capital Assistance Grants	5,763,000
Reimbursement from Other Agencies	239,645
Interest Income	1,284,039
Other Non-operating Revenue	645,737
Proceeds Sale of Capital Asset	2,500,000
Use of Prior Year Designations	54,551,908
Total Sources	\$ 75,841,329

Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 51,557,892
Operating Transfers Out	4,963,437
Capital Expenditure	19,320,000
Total Uses	\$ 75,841,329



OCTA



State Route 91 Express Lanes (SR-91) Fund Narrative

The **SR-91 Express Lanes** 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 91 Express Lanes 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's acquisition of the 91 Express Lanes franchise rights and Assembly Bill (AB) 1010 (Correa) eliminated the non-compete provision, clearing the way for future enhancements along the SR-91 corridor. In

September 2008, Senate Bill (SB) 1316 (Correa) 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.

91 Express Lanes Sources & Uses

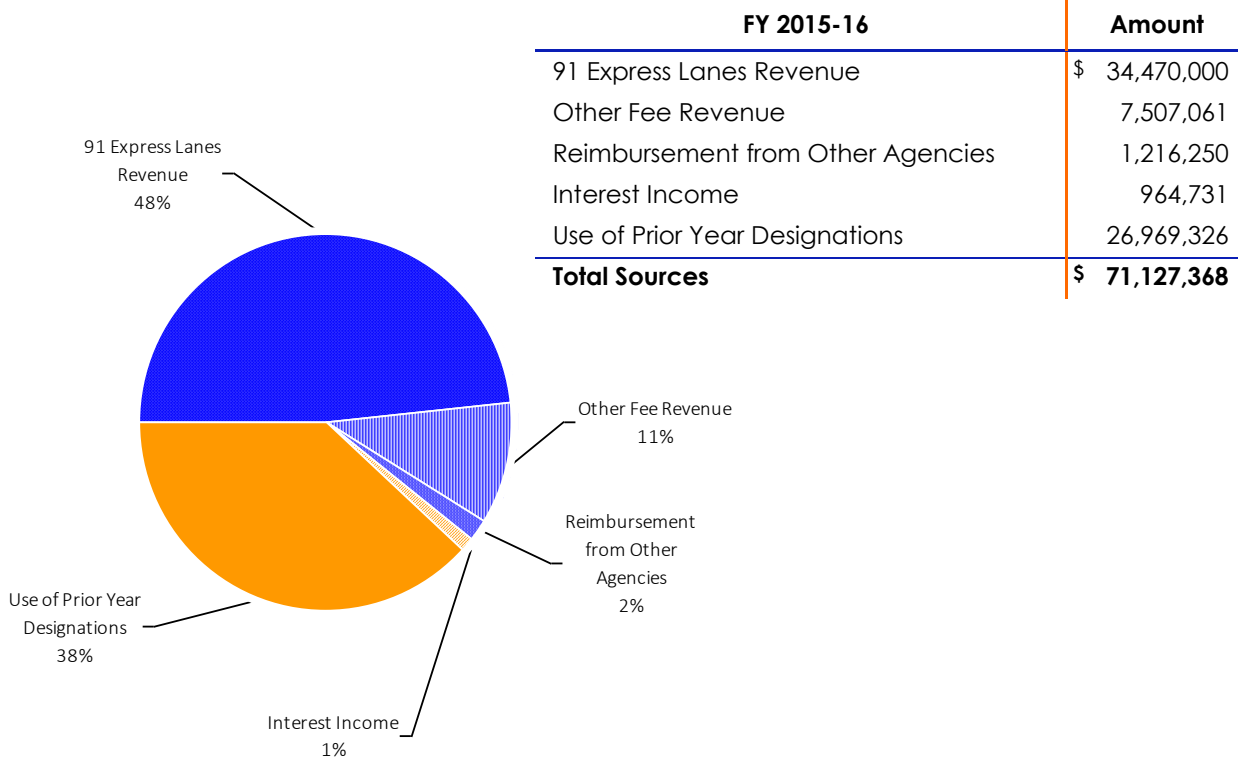
Sources Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
5500 91 Express Lanes Revenue	34,047,077	34,514,899	34,470,000
5550 Other Fee Revenue	8,810,334	6,944,175	7,507,061
6030 Federal Operating Assistance Grants	-39,547	0	0
6050 Reimbursement from Other Agencies	0	0	1,216,250
6200 Interest Income	700,899	1,002,400	964,731
6300 Other Non-operating Revenue	147,415	0	0
Subtotal Revenues	\$ 43,666,178	\$ 42,461,474	\$ 44,158,042
Use of Prior Year Designations	0	0	26,969,326
Total Sources	\$ 43,666,178	\$ 42,461,474	\$ 71,127,368

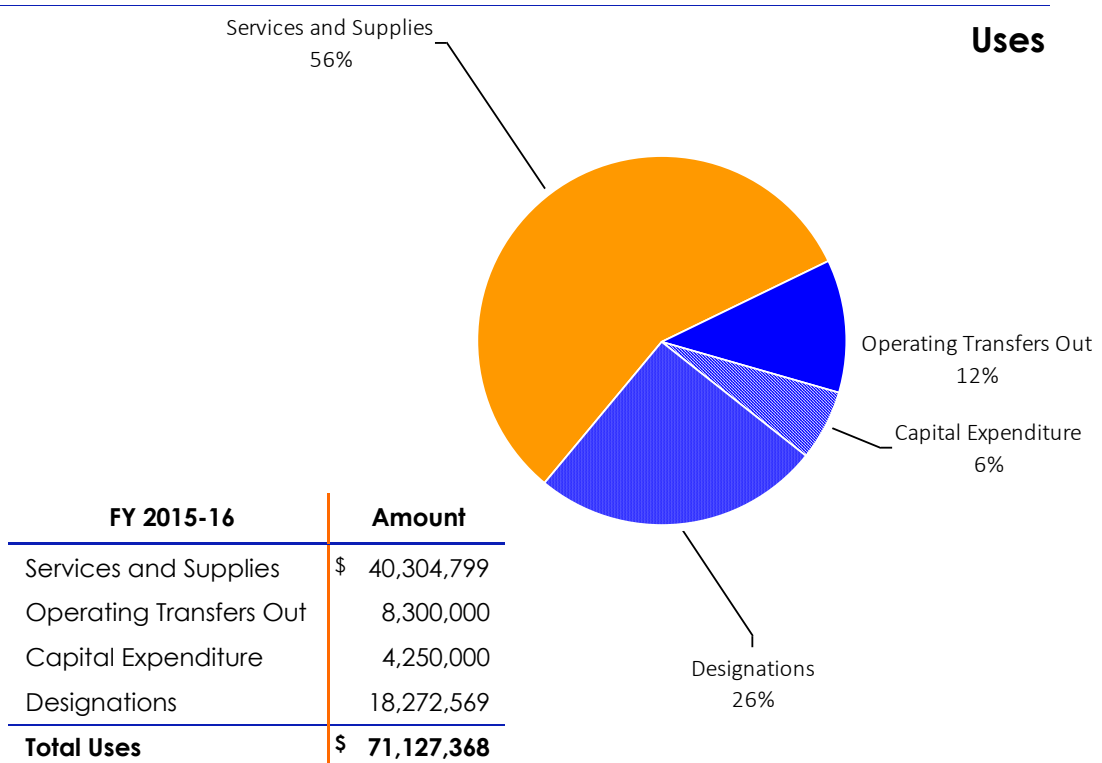
Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7300 Purchased Transportation Services	7,878,502	8,310,000	8,520,500
7400 Overhead Allocation	2,290,301	2,504,112	2,888,029
7500 Professional Services	3,596,661	6,583,524	21,627,419
7540 Insurance Claims/Premiums	477,693	750,000	750,000
7600 General and Administrative	347,955	699,078	758,501
7800 Contributions to Other Agencies	1,089,920	19,000	14,000
8111 Interest Expense	5,913,676	5,897,100	5,746,350
8200 Operating Transfers Out	0	0	8,300,000
9000 Capital Expenditures	364,840	1,975,000	4,250,000
Subtotal Expenses	\$ 21,959,548	\$ 26,737,814	\$ 52,854,799
Designations	21,706,630	15,723,660	18,272,569
Total Uses	\$ 43,666,178	\$ 42,461,474	\$ 71,127,368

91 Express Lanes



Sources





OCTA



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,

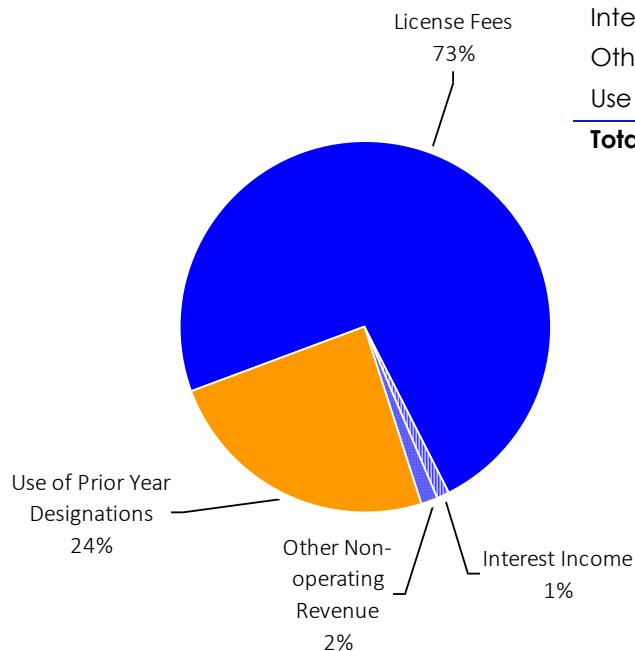
issue permits, and confirm vehicle insurance requirements. The OCTAP program provides a centralized approach to taxicab regulation that has relieved the individual cities, as well as the county of administrative burden, therefore, eliminating duplication among the jurisdictions. It also provides a single 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 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6110 License Fees	805,416	763,251	666,078
6200 Interest Income	13,690	10,439	9,846
6300 Other Non-operating Revenue	21,993	24,000	14,000
Subtotal Revenues	\$ 841,099	\$ 797,690	\$ 689,924
Use of Prior Year Designations	0	134,323	222,471
Total Sources	\$ 841,099	\$ 932,013	\$ 912,395

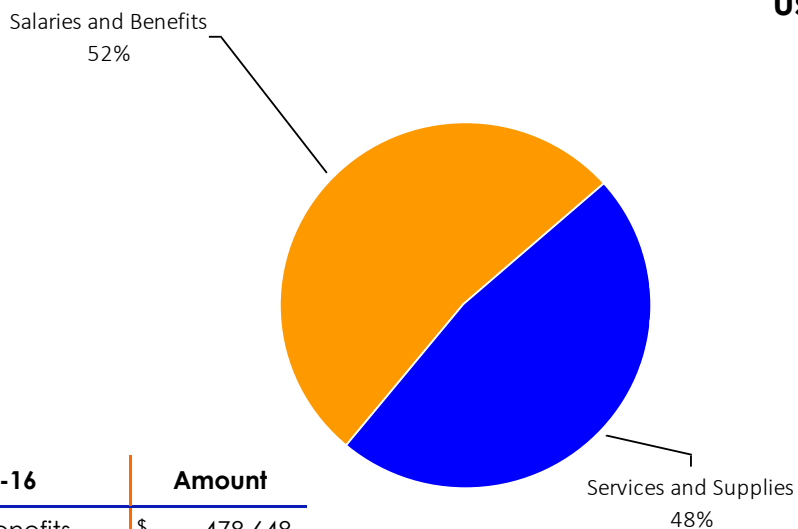
Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7100 Salaries and Benefits	392,999	499,633	478,648
7400 Overhead Allocation	268,762	271,258	338,905
7600 General and Administrative	92,383	161,122	94,842
Subtotal Expenses	\$ 754,144	\$ 932,013	\$ 912,395
Designations	86,955	0	0
Total Uses	\$ 841,099	\$ 932,013	\$ 912,395

Orange County Taxi Administration Program



FY 2015-16	Amount
License Fees	\$ 666,078
Interest Income	9,846
Other Non-operating Revenue	14,000
Use of Prior Year Designations	222,471
Total Sources	\$ 912,395

Sources



FY 2015-16	Amount
Salaries and Benefits	\$ 478,648
Services and Supplies	433,747
Total Uses	\$ 912,395

Uses

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

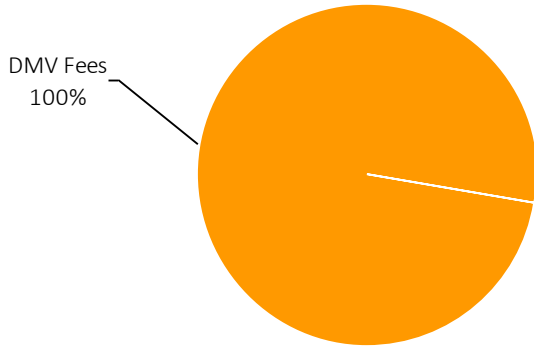
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6103 DMV Fees	1,968	10,000	1,000
6200 Interest Income	63	0	0
Subtotal Revenues	\$ 2,031	\$ 10,000	\$ 1,000
Use of Prior Year Designations	3,080	0	0
Total Sources	\$ 5,111	\$ 10,000	\$ 1,000

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7600 General and Administrative	5,007	5,058	53
8200 Operating Transfers Out	104	0	0
Subtotal Expenses	\$ 5,111	\$ 5,058	\$ 53
Designations	0	4,942	947
Total Uses	\$ 5,111	\$ 10,000	\$ 1,000

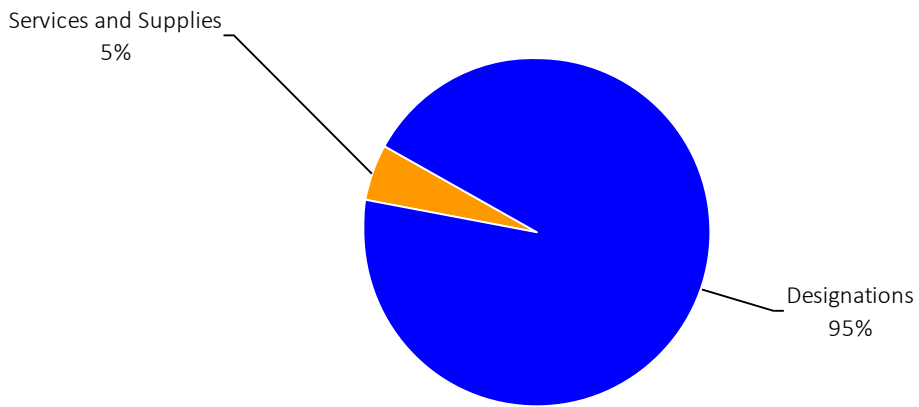
Service Authority for Abandoned Vehicles

FY 2015-16	Amount
DMV Fees	\$ 1,000
Total Sources	\$ 1,000



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 53
Designations	947
Total Uses	\$ 1,000

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 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

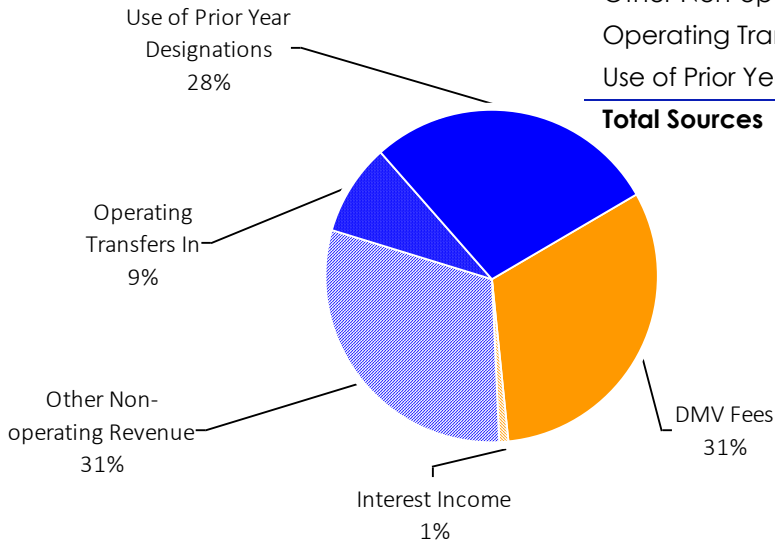
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6050 Reimbursement from Other Agencies	4,938	0	0
6103 DMV Fees	2,666,907	2,644,190	2,686,567
6200 Interest Income	35,425	34,640	63,495
6300 Other Non-operating Revenue	2,669,854	2,556,159	2,613,644
6500 Operating Transfers In	0	687,673	749,840
Subtotal Revenues	\$ 5,377,124	\$ 5,922,662	\$ 6,113,546
Use of Prior Year Designations	745,702	1,013,180	2,376,755
Total Sources	\$ 6,122,826	\$ 6,935,842	\$ 8,490,301

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	761,604	892,004	1,119,680
7500 Professional Services	4,720,401	4,925,898	5,213,941
7600 General and Administrative	442,363	1,096,140	891,680
7800 Contributions to Other Agencies	12,580	21,800	1,265,000
9000 Capital Expenditures	331	0	0
Subtotal Expenses	\$ 5,937,279	\$ 6,935,842	\$ 8,490,301
Designations	185,547	0	0
Total Uses	\$ 6,122,826	\$ 6,935,842	\$ 8,490,301

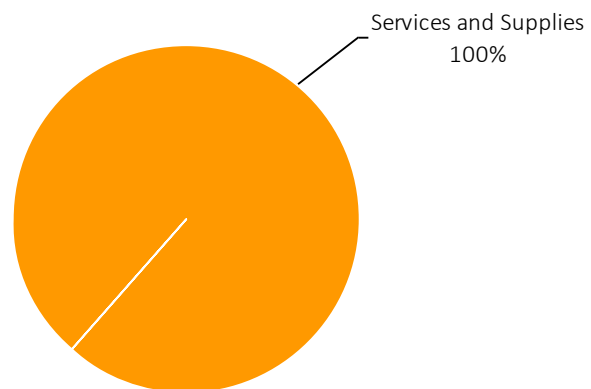
Service Authority for Freeway Emergencies

FY 2015-16	Amount
DMV Fees	\$ 2,686,567
Interest Income	63,495
Other Non-operating Revenue	2,613,644
Operating Transfers In	749,840
Use of Prior Year Designations	2,376,755
Total Sources	\$ 8,490,301



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 8,490,301
Total Uses	\$ 8,490,301



OCTA



Orange County Unified Transportation Trust (OCUTT) Fund Narrative

The **OCUTT** accumulates interest earned on the 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

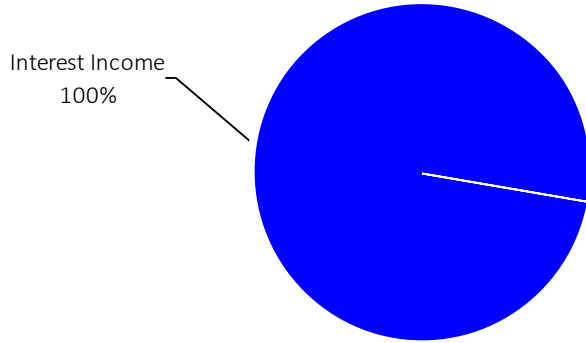
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6200 Interest Income	189,526	69,262	89,933
Subtotal Revenues	\$ 189,526	\$ 69,262	\$ 89,933
Use of Prior Year Designations	506,580	250,000	0
Total Sources	\$ 696,106	\$ 319,262	\$ 89,933

Uses Summary

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7500 Professional Services	17,996	7,256	8,955
7600 General and Administrative	0	364	0
8200 Operating Transfers Out	506,580	250,000	75,000
Subtotal Expenses	\$ 524,576	\$ 257,620	\$ 83,955
Designations	171,530	61,642	5,978
Total Uses	\$ 696,106	\$ 319,262	\$ 89,933

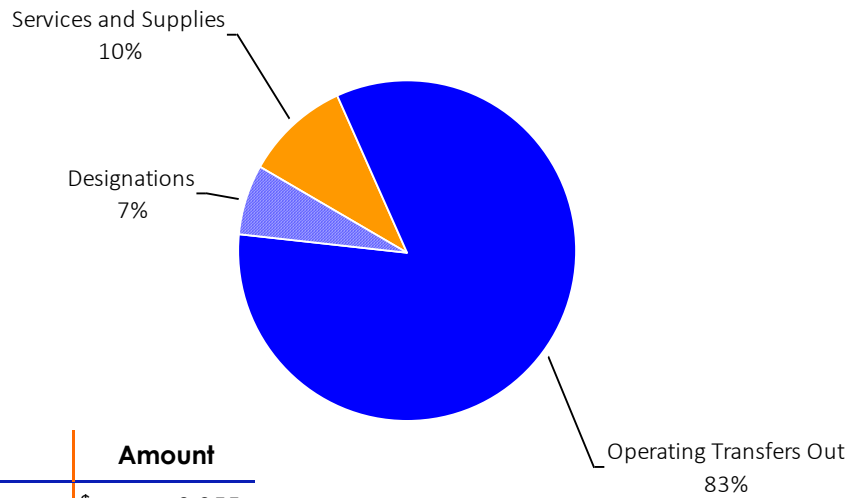
Orange County Unified Transportation Trust

FY 2015-16	Amount
Interest Income	\$ 89,933
Total Sources	\$ 89,933



Sources

Uses



FY 2015-16	Amount
Services and Supplies	\$ 8,955
Operating Transfers Out	75,000
Designations	5,978

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 modifications 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 2014-15. For FY 2015-16, budgeted funds include right of way property

acquisition, utility relocation, as well as engineering and design services for the Santa Ana/Garden Grove Fixed Guideway project. This project will build a streetcar transportation system between the Santa Ana Regional Transportation Center to a new transportation center in Garden Grove. The FY 2015-16 budget also includes funds for the design of a Transit Security and Operations Center, as well as funds for right of way property acquisition and professional

services associated with the State Route 55 and State Route 73 Connector B project.

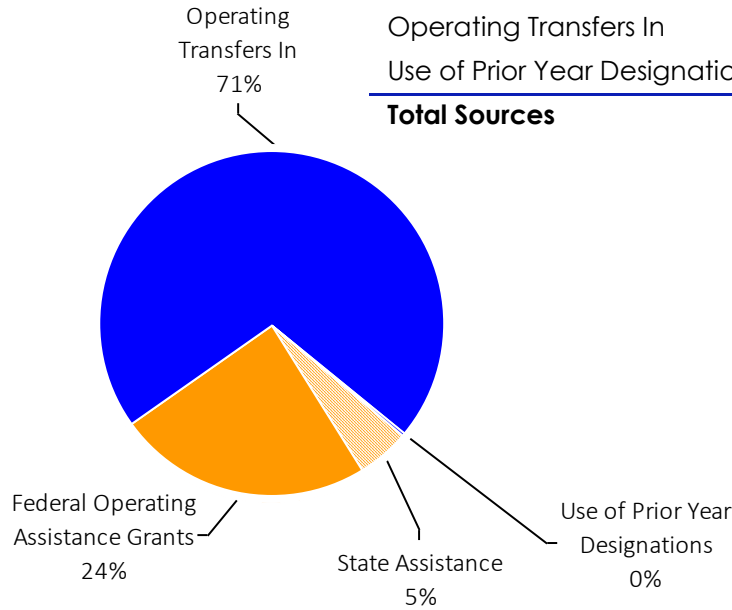
Transit Development Capital Project Sources & Uses

Sources Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
6020 State Assistance	0	0	2,781,652
6030 Federal Operating Assistance Grants	0	0	13,153,000
6500 Operating Transfers In	0	0	38,500,000
Subtotal Revenues	\$ 0	\$ 0	\$ 54,434,652
Use of Prior Year Designations	8,670	0	162,745
Total Sources	\$ 8,670	\$ 0	\$ 54,597,397

Uses Summary			
Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
7400 Overhead Allocation	8,670	0	12,745
8200 Operating Transfers Out	0	0	13,153,000
9000 Capital Expenditures	0	0	41,431,652
Subtotal Expenses	\$ 8,670	\$ 0	\$ 54,597,397
Total Uses	\$ 8,670	\$ 0	\$ 54,597,397

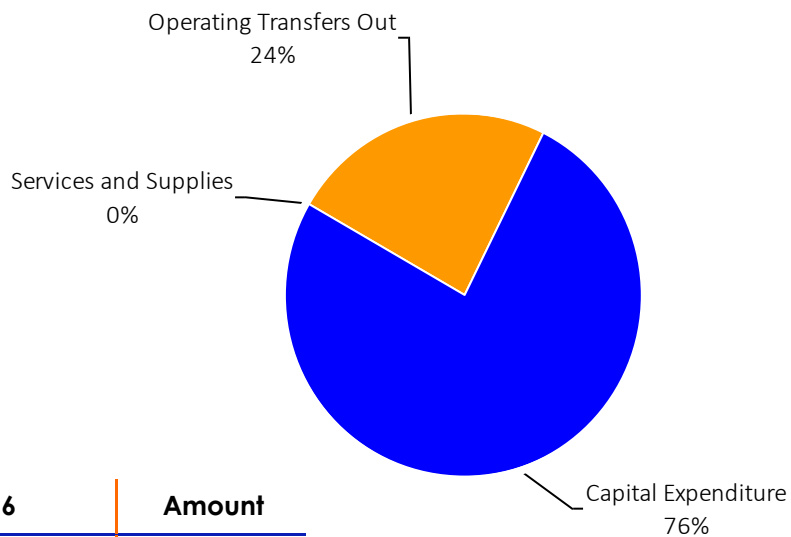
Transit Development Capital Project

FY 2015-16	Amount
State Assistance	\$ 2,781,652
Federal Operating Assistance Grants	13,153,000
Operating Transfers In	38,500,000
Use of Prior Year Designations	162,745
Total Sources	\$ 54,597,397



Sources

Uses



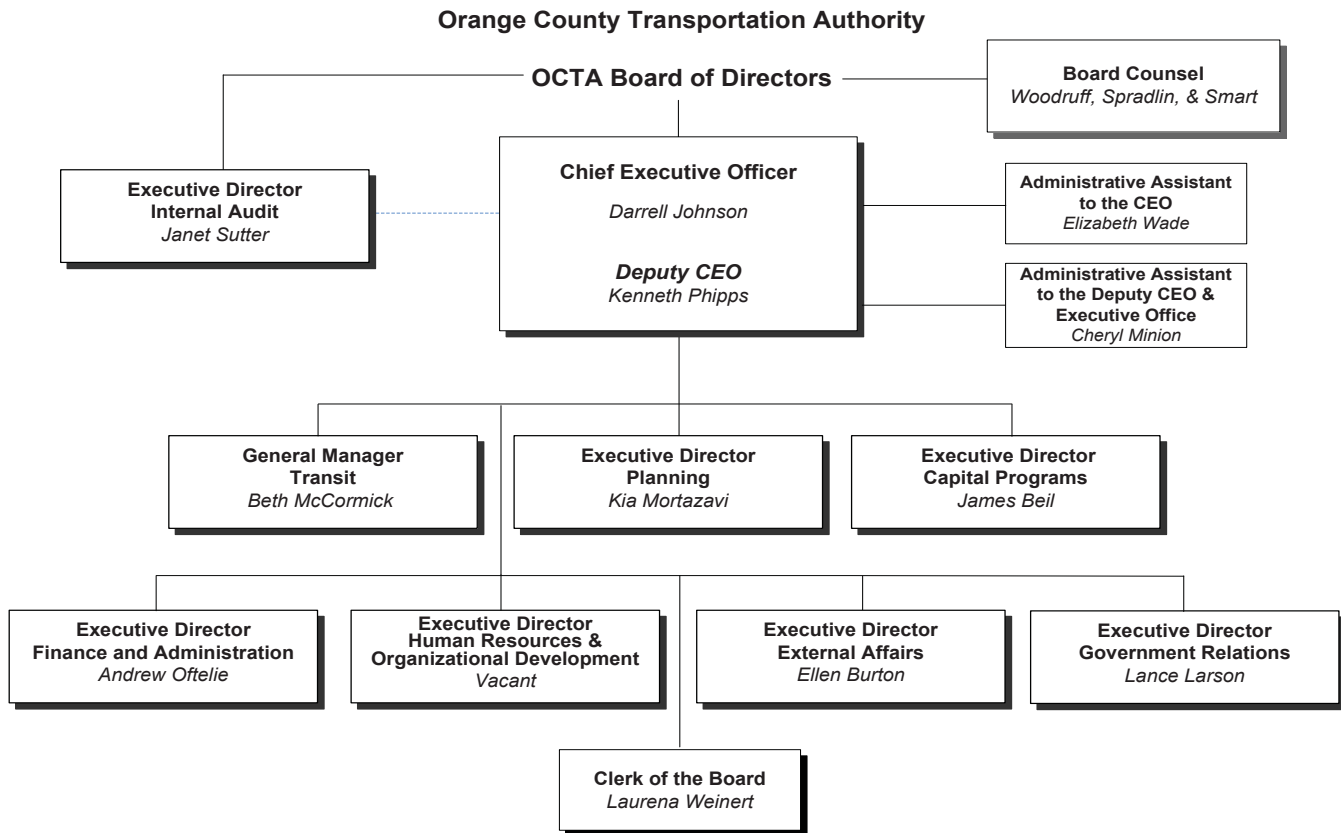
FY 2015-16	Amount
Services and Supplies	\$ 12,745
Operating Transfers Out	13,153,000
Capital Expenditure	41,431,652
Total Uses	\$ 54,597,397



OCTA



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.

Accomplishments Fiscal Year 2014-15

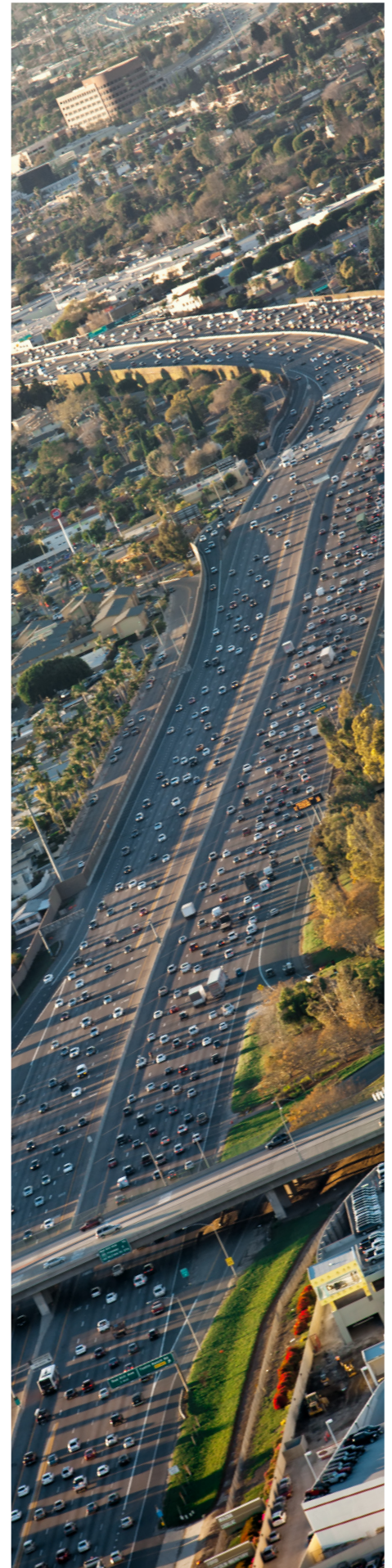
- Delivered freeway improvements and optimized the street system. Broke ground on the M2 Interstate 5 South County Improvement project, completed the West County Connectors Project, opened the M2 freeway improvements on State Route 57, and completed the Placentia Avenue, Kraemer Boulevard, and Sand Canyon grade separation projects.
- Optimized existing transportation system. Completed the Long Range Transportation Plan and continued to serve as the managing agency for the Los Angeles – San Diego- San Luis Obispo rail corridor.
- Preserved the public trust. Developed an approach to the ten-year review of Measure M, completed customer satisfaction surveys, supported capital projects through extensive outreach programs, developed regional Metrolink special events service concepts, and adopted the 2014-2015 OCTA Strategic Plan.
- Streamlined business systems to improve operations by launching the real time bus locator smartphone application and the new mobile optimized OCTA website.
- Ensured fiscal sustainability. Published the Comprehensive Business Plan, participated in the Federal Triennial Review,

and adopted a balanced budget for fiscal year 2015-16.

- Ensured a fiscally sustainable transit system by awarding a Same-Day Taxi service contract, supporting Metrolink oversight measures, and working with member agencies to enhance Metrolink service levels.
- Coordinated and issued all required annual, independent financial and agreed-upon procedures reviews using the services of Vavrinek, Trine, Day, and Company, LLP (VTD). All reports were presented to the Board and, as applicable, provided to the State Controller's office and the California Department of Transportation.
- Conducted the annual risk assessment of OCTA and obtained Board approval to execute the Fiscal Year (FY) 2014-15 Internal Audit Plan (Plan). Implemented the Plan and provided quarterly updates of progress and activities within 30 days of quarter end.
- Assisted the Taxpayers Oversight Committee Audit Subcommittee in reviewing the results of the annual OCLTA audits and Measure M1 and M2 agreed upon procedures reviews. Provided information and recommendations for selection of cities to be reviewed.
- Provided coordination of the Federal Transit Administration (FTA) Drug and Alcohol Review conducted in December 2014; ensuring timely submission of requested documents and management responses.

Goals Fiscal Year 2015-16

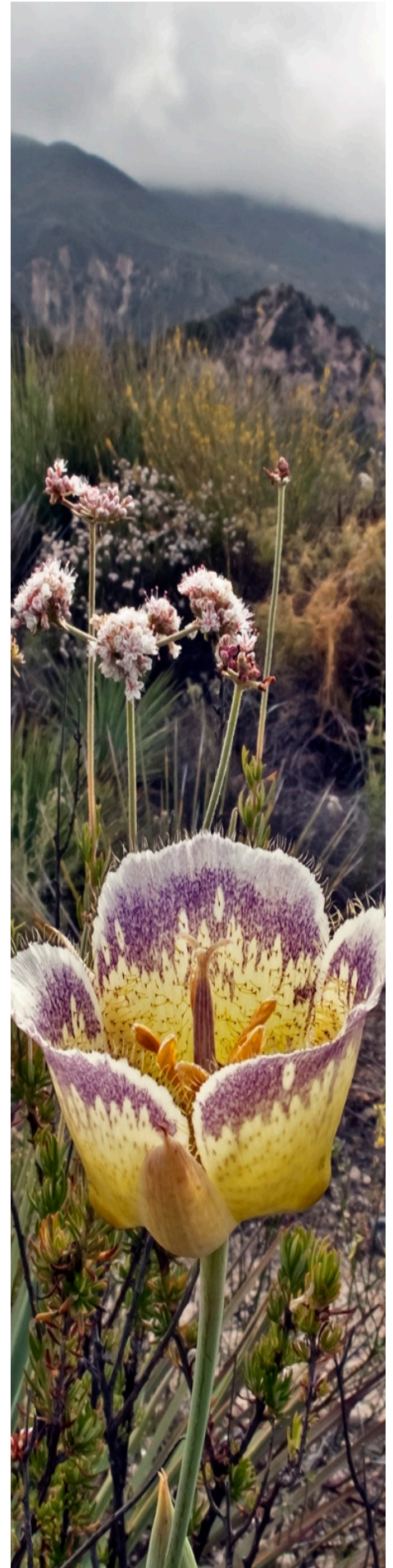
- Update the M2020 project delivery plan and continue to deliver freeway improvements and optimize the street system. Reconstruct the I-5, SR-74 interchange to better accommodate existing and future traffic volumes. Continue to advance the I-405 design build project by seeking Board of Directors' approval of design contract for the I-405.
- Optimize transportation systems by advancing reliable and modern transportation options. Initiate the I-5 High Occupancy Vehicle Lane Extension Study and the Fullerton Transportation Center Study. Continue to work with the City of Irvine on Marine Way Realignment/Sand Canyon bus base. Negotiate and execute the interagency transfer agreement for the LOSSAN rail corridor with the state and submit the LOSSAN Business Plan as part of the ITA.
- Strengthen strategic partnerships. Collaborate with Transportation Corridor Agencies (TCA) for the SR-241/ SR 91 Connector Project. Work with California Department of Transportation and engage state and federal stakeholders to address the degradation of HOV lanes.
- Connect transportation networks. Advance the proposed streetcar projects by obtaining necessary Federal Transit Administration (FTA) environmental documentation, seeking additional state and federal funding, and initiating the Central Harbor Boulevard Transit Corridor Study. Begin construction of Laguna Niguel/Mission Viejo Metrolink Station improvements, and initiate a Countywide Transit Master Plan to provide for the viability of future opportunities to link people to activity centers.
- Preserve and enhance the public trust by expanding public awareness of OCTA programs and projects. Develop recommendations for the rebranding of OCTA buses. Conduct a countywide bus market study to better understand customer motivations. Work with key stakeholders to develop



Division Overview (continued)

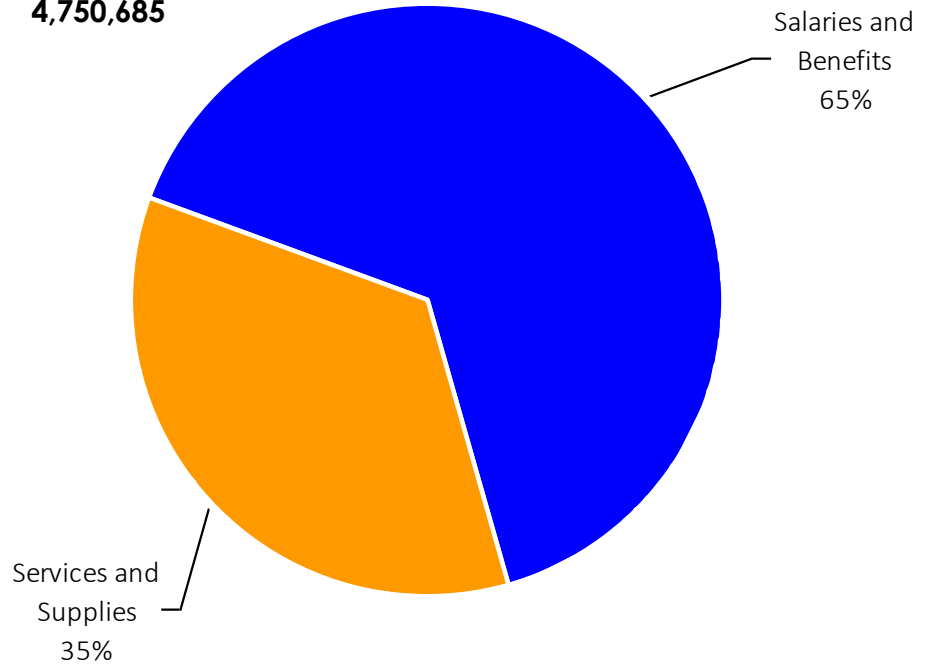
Goals Fiscal Year 2015-16 (continued)

- and promote regional pedestrian safety strategies.
- Modernize access to transportation information by developing a mobile ticketing program, and completing the installation of Intelligent Transportation Management System (ITMS) on all buses. Expand and renovate OCTA's Boardroom and Conference Center.
- Safeguard public investments in transportation. Closeout of Measure M1 and conduct M2 Annual Public Hearing. Prepare for the Ten-Year Review of the M2 Program. Retain a consultant to gauge public support of the M2 program. Adopt a balanced budget for fiscal year 2016-2017 and continue implementing pension reform. Update the OCTA's Strategic Plan Performance Metrics. Encourage stable, long-term sustainability of Metrolink services management.
- Deliver on the promises of Measure M by embracing policies and practices to promote environmental sustainability. Issue a call for projects for localized project throughout the M2 Environmental Cleanup Program. Identify a long-term funding plan for the M2 Freeway Mitigation Program and guidance for the establishment of the management endowment.
- Expand Active Transportation strategies. Develop an action plan to advance OC Loop projects, continue the Pacific Coast Highway Study, complete the Bikeways Strategy for the Foothill Communities, and initiate the Bikeways Feasibility Study.
- Provide coordination and assistance of all required annual independent audits, agreed-upon procedures reviews, and outside agency audits.
- Prepare a Scope of Work and coordinate selection of an independent financial statement auditor by the Board.
- Assist the Taxpayers Oversight Committee Audit Subcommittee in review of the results of the annual OCLTA audits and Measure M1 and M2 agreed-upon procedure reviews. Provide information and recommendation for selection of cities for review of fiscal year 2015-16 activities.
- Obtain Board of Directors' approval of the Fiscal Year 2015-16 Internal Audit Plan (Plan) in August 2015; implement the Plan and provide quarterly updates no later than one month after quarter-end.
- Obtain required Triennial External Quality Assurance Review of the Internal Audit Department.

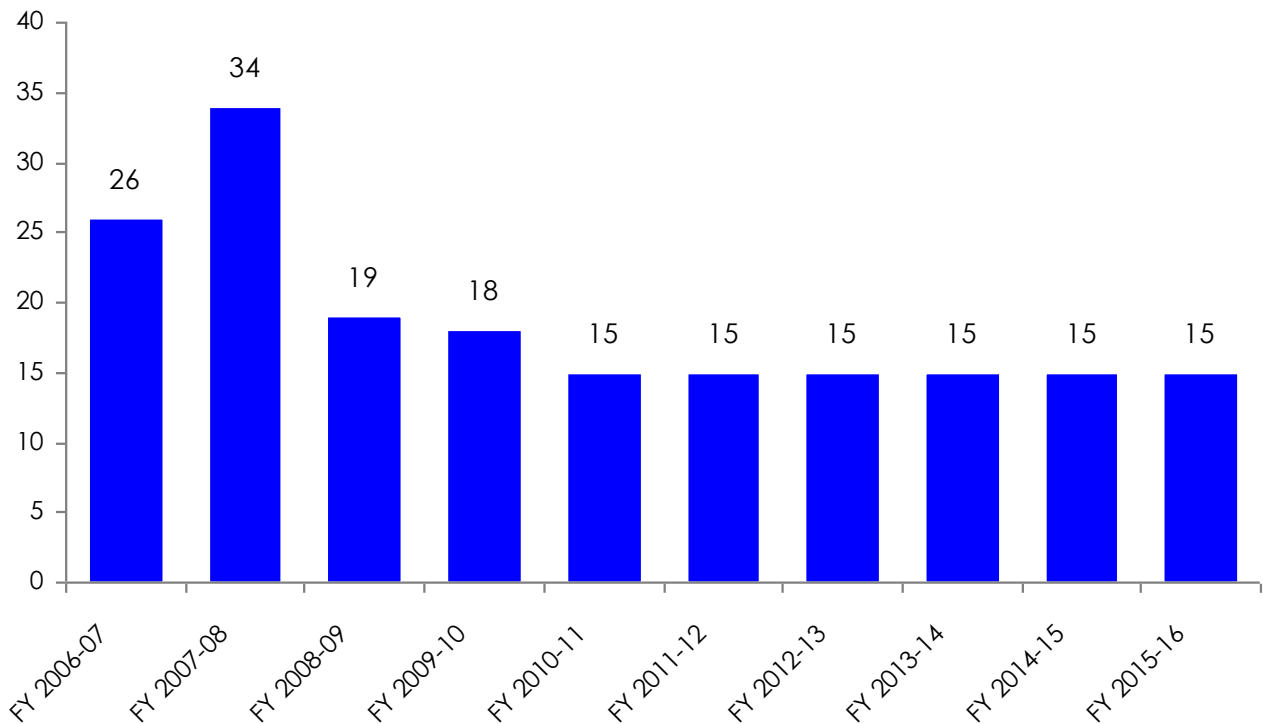


Executive Office Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 3,091,522
Services and Supplies	1,659,163
Total Uses	\$ 4,750,685



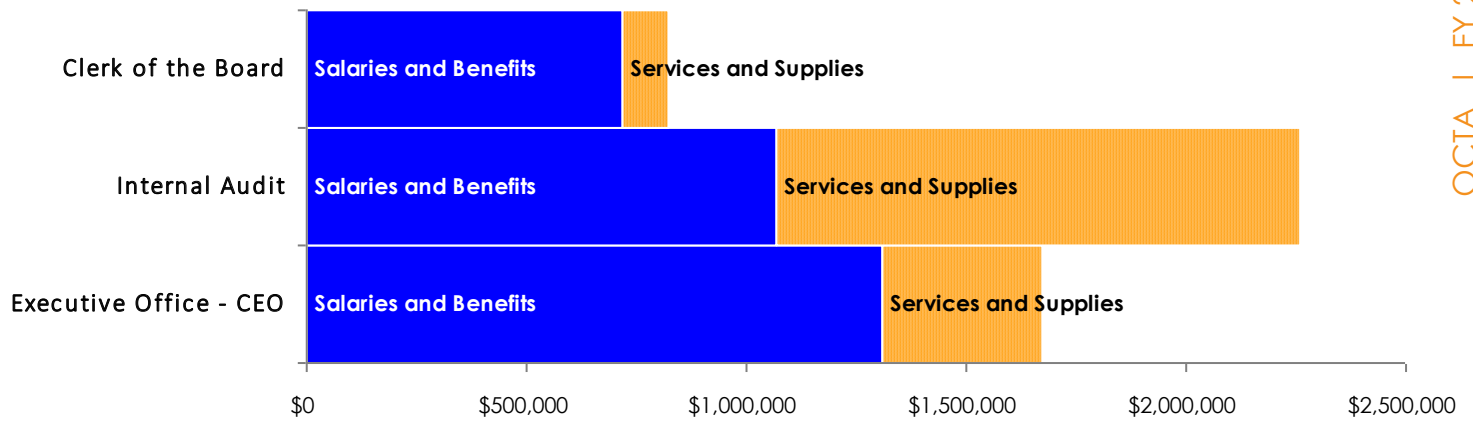
Staffing Plan



Executive Office Staffing (Continued)

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed 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
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	1	1	1
Internal Audit	6	6	6
<u>Clerk of the Board</u>			
Administrative Specialist	2	2	0
Board Specialist	1	0	2
Department Manager	0	0	1
Director	1	1	0
Section Manager	0	1	1
Clerk of the Board	4	4	4
Total Executive Office	15	15	15

Executive Office Division Expenses by Department and Major Object



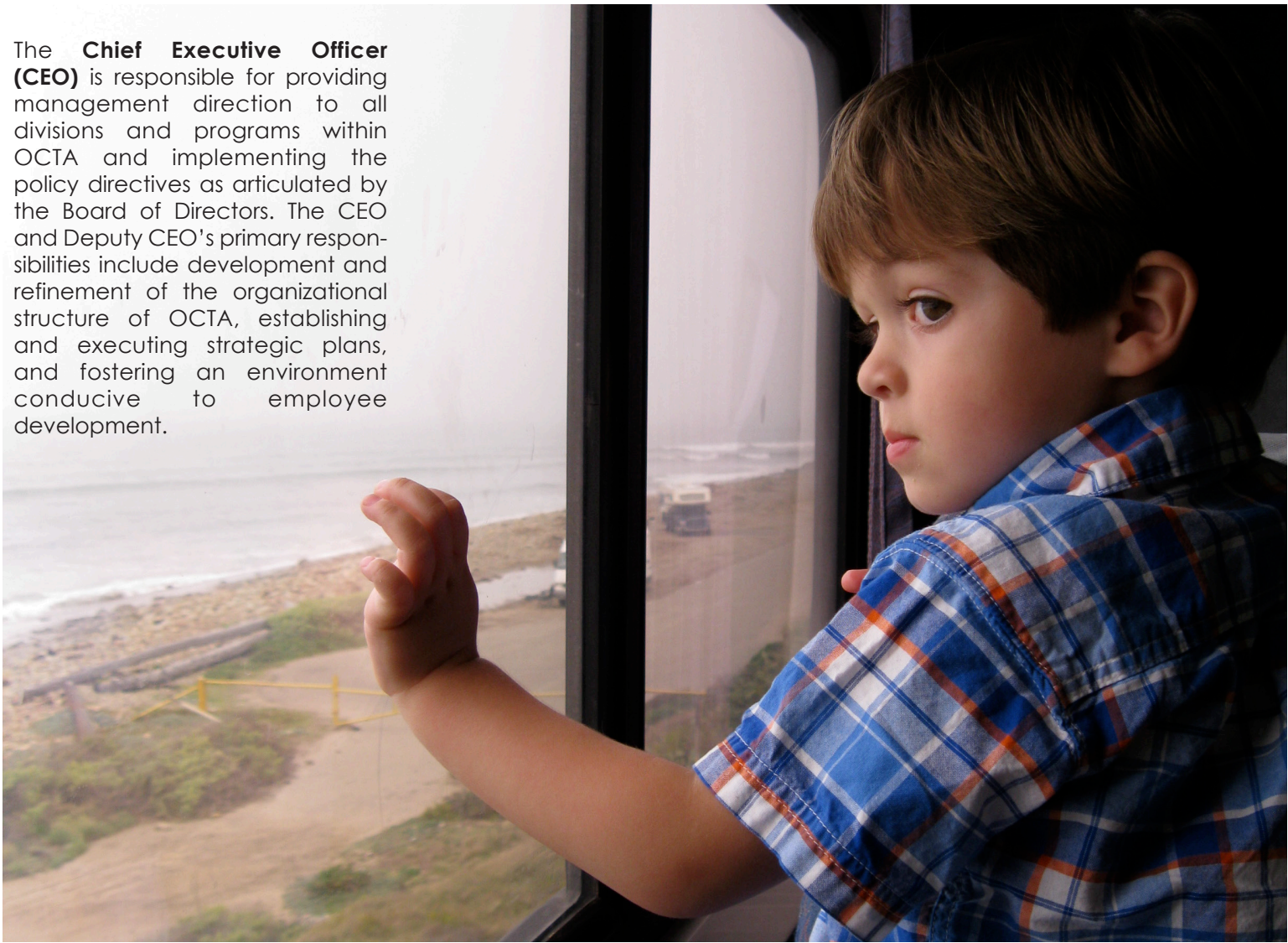
Executive Office Expenses by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	1,429,581	1,491,301	1,557,390
7150 Extra Help Employees	81,900	93,500	93,500
7209 Deferred Compensation	86,019	84,316	92,374
7210 Pensions	547,237	558,552	618,591
7220 Insurances	46,714	43,633	45,734
7240 Health Care	270,825	219,931	215,852
7260 Compensated Absences	188,190	205,404	220,377
7270 Workers' Compensation	44,274	37,339	49,816
7280 Other Benefits	100,310	211,509	197,888
Subtotal Salaries and Benefits	\$ 2,795,050	\$ 2,945,485	\$ 3,091,522
Services and Supplies			
7510 Professional Services	264,883	401,355	1,178,422
7610 Outside Services	12,431	31,600	31,600
7650 Travel, Training, and Mileage	51,468	106,754	98,146
7660 Office Expense	8,217	11,048	11,126
7670 Miscellaneous Expense	262,639	298,876	339,869
Subtotal Services and Supplies	\$ 599,638	\$ 849,633	\$ 1,659,163
Total Uses	\$ 3,394,688	\$ 3,795,118	\$ 4,750,685

Executive Office - CEO Department

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Office - CEO			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	616,011	630,637	688,658
7209 Deferred Compensation	67,304	67,023	72,279
7210 Pensions	240,333	238,441	276,076
7220 Insurances	17,268	18,587	20,365
7240 Health Care	71,166	77,296	77,564
7260 Compensated Absences	79,272	87,376	97,630
7270 Workers' Compensation	18,365	16,398	21,649
7280 Other Benefits	51,623	52,992	54,306
Subtotal Salaries and Benefits	\$ 1,161,342	\$ 1,188,750	\$ 1,308,527
<u>Services and Supplies</u>			
7510 Professional Services	11,635	10,000	11,666
7650 Travel, Training, and Mileage	20,554	32,975	26,534
7660 Office Expense	1,039	1,800	1,843
7670 Miscellaneous Expense	256,308	283,155	323,421
Subtotal Services and Supplies	\$ 289,536	\$ 327,930	\$ 363,464
Executive Office - CEO Total	\$ 1,450,878	\$ 1,516,680	\$ 1,671,991

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.



Internal Audit Department

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.



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Internal Audit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	548,854	575,427	588,031
7209 Deferred Compensation	10,433	9,694	11,202
7210 Pensions	208,799	214,755	234,396
7220 Insurances	15,697	16,741	17,296
7240 Health Care	67,403	67,196	73,304
7260 Compensated Absences	73,073	79,548	83,655
7270 Workers' Compensation	16,137	14,034	19,024
7280 Other Benefits	33,968	40,741	39,981
Subtotal Salaries and Benefits	\$ 974,364	\$ 1,018,136	\$ 1,066,889
<u>Services and Supplies</u>			
7510 Professional Services	253,248	391,355	1,166,756
7650 Travel, Training, and Mileage	12,050	19,986	18,604
7660 Office Expense	94	2,765	2,800
7670 Miscellaneous Expense	2,336	2,848	2,775
Subtotal Services and Supplies	\$ 267,728	\$ 416,954	\$ 1,190,935
Internal Audit Total	\$ 1,242,092	\$ 1,435,090	\$ 2,257,824

Clerk of the Board Department



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Clerk of the Board			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	264,716	285,237	280,701
7150 Extra Help Employees	81,900	93,500	93,500
7209 Deferred Compensation	8,282	7,599	8,893
7210 Pensions	98,105	105,356	108,119
7220 Insurances	13,749	8,305	8,073
7240 Health Care	132,256	75,439	64,984
7260 Compensated Absences	35,845	38,480	39,092
7270 Workers' Compensation	9,772	6,907	9,143
7280 Other Benefits	14,719	117,776	103,601
Subtotal Salaries and Benefits	\$ 659,344	\$ 738,599	\$ 716,106
<u>Services and Supplies</u>			
7610 Outside Services	12,431	31,600	31,600
7650 Travel, Training, and Mileage	18,864	53,793	53,008
7660 Office Expense	7,084	6,483	6,483
7670 Miscellaneous Expense	3,995	12,873	13,673
Subtotal Services and Supplies	\$ 42,374	\$ 104,749	\$ 104,764
Clerk of the Board Total	\$ 701,718	\$ 843,348	\$ 820,870

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.

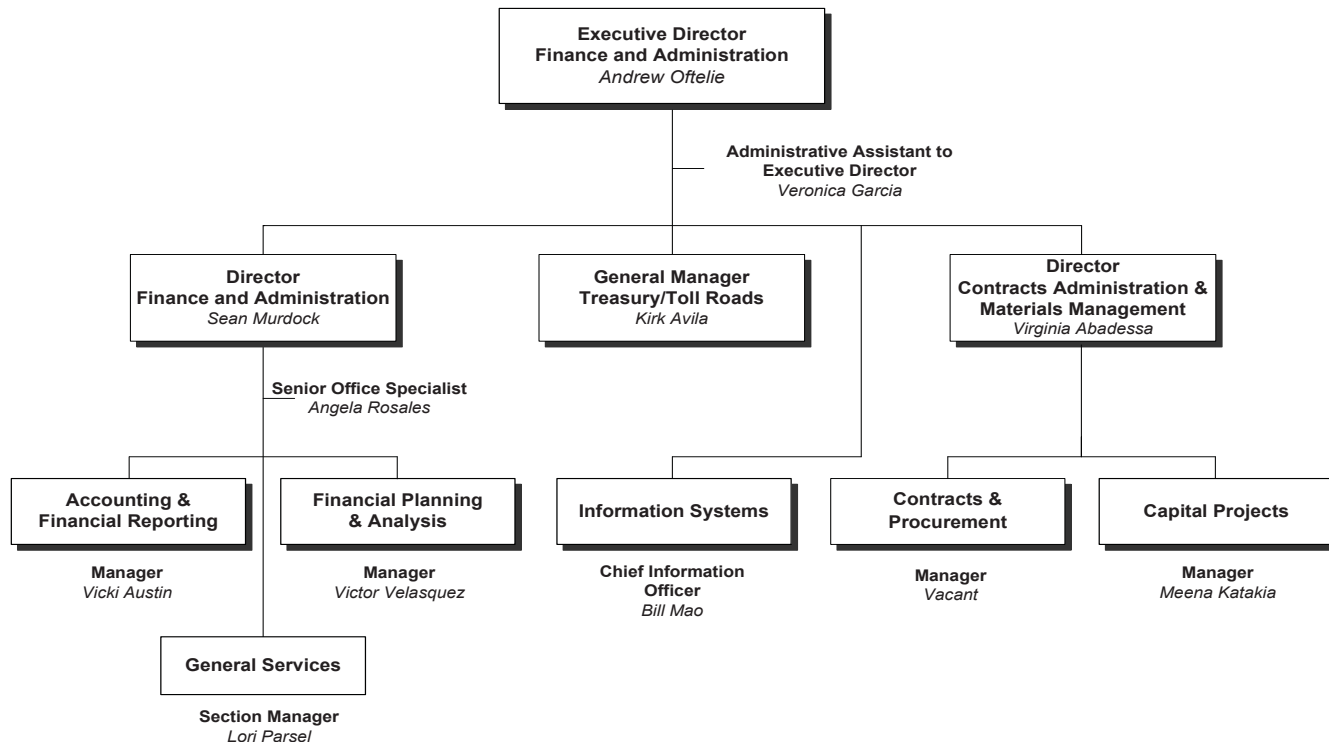
As the Managing Agency for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor

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.



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.

Accomplishments Fiscal Year 2014-15

- Ratings were upgraded from "A" to "AA-" from Standard and Poor's
- Implemented the RCTC – OCTA Facilities Agreement which details future cost sharing arrangement
- Updated investors and rating agencies on sales tax collections, the progress of Authority projects, 91 Express Lanes, and the Orange County economy
- Managed a \$1.2 billion fixed income portfolio which included the monitoring of six private sector investment managers
- Headquarters Improvements Project – completed the construction of 8 new offices, moved staff out of 550 building to begin demolition and construction of new board and conference center.
- Maintained high availability (over 99.9%) for all supported systems and ensured quick accessibility to mission critical systems in the event of a disaster.
- Completed implementation of Microsoft Lync telecommunications system and fully replaced all antiquated PBX equipment.
- Earned an unmodified audit opinion on the fiscal year 2013-14 financial statements.
- Earned the GFOA Certificate of Achievement for Excellence in Financial Reporting for the fiscal year 2012-13 Comprehensive Annual Financial Report.
- Realized negotiated savings on multiple contracts in the amount of \$9,786,090 during the first six months in fiscal year 2015.

Division Overview (Continued)

- Won the Achievement of Excellence in Procurement award sponsored by the National Procurement Institute for the fourth year.
- Secured Board approval of the FY 2014-15 Comprehensive Business Plan.
- Prepared the FY 2015-16 Annual Budget without a use of reserves, 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 2014-15 Annual Budget.

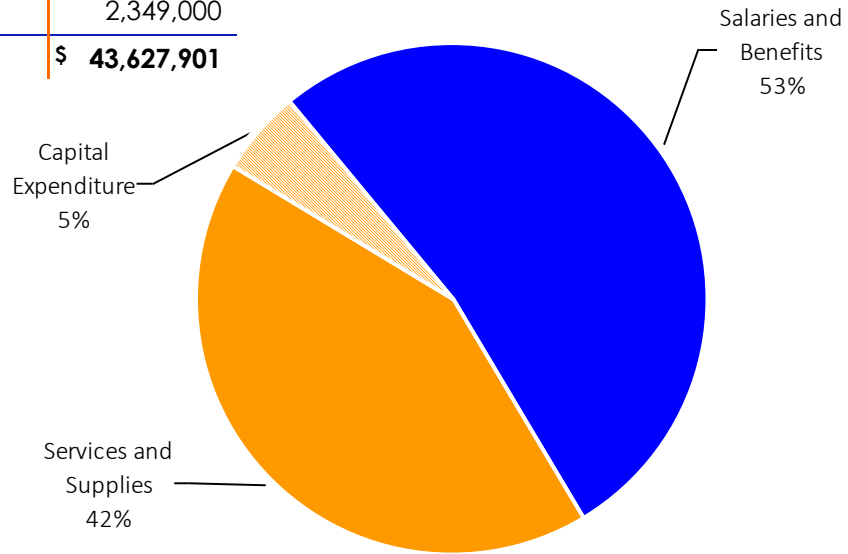
Goals Fiscal Year 2015-16

- Receive an upgrade from the current "A-" ratings from Fitch Ratings
- Update the Plan of Finance to incorporate financing needs of the Measure M2 program
- Manage OCTA's fixed income portfolio to outperform associated benchmarks for the portfolio
- Secure Transportation Infrastructure Finance and Innovation Act funding for the I-405 Improvement Project
- Earn the Achievement of Excellence in Procurement award sponsored by the National Procurement Institute.
- Completion of OCTA Board and Conference Center as part of the Headquarters Improvement Project.
- Continue to maintain high availability (over 99.5%) for all supported systems and ensure quick accessibility to mission critical systems in the event of a disaster.
- Earn the GFOA Certificate of Excellence in Financial Reporting for the fiscal year 2013-14 CAFR.
- Complete the fiscal year 2014-15 CAFR that includes audited financial statements earning an unmodified audit opinion.
- Secure Board approval of the FY 2016-17 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 2015-16 Annual Budget.

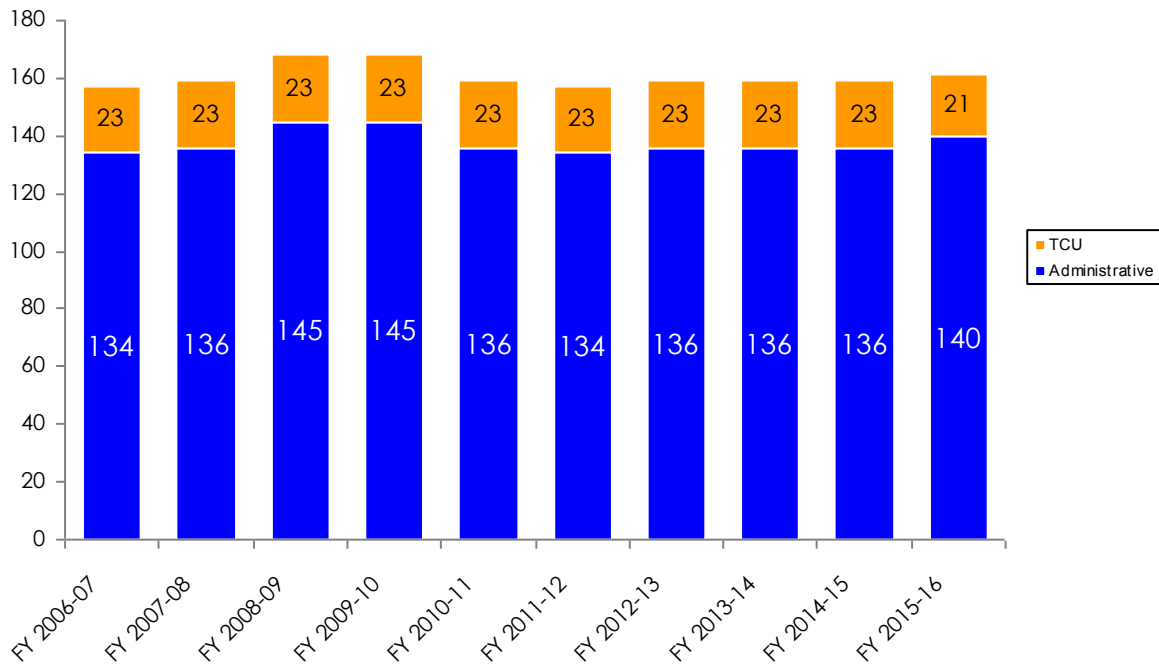


Finance and Administration Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 22,904,107
Services and Supplies	18,374,794
Capital Expenditure	2,349,000
Total Uses	\$ 43,627,901



Staffing Plan



Finance and Administration Division Staffing

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Director, Finance and Admin.</u>			
Administrative Assistant	2	2	2
Director	1	1	1
Executive Director	1	1	1
Executive Director, Finance and Admin.	4	4	4
<u>Accounting and Financial Reporting</u>			
Accountant	4	4	4
Accounting Specialist	9	10	10
Administrative Specialist	1	0	0
Business Systems Analyst	1	1	1
Department Manager	1	1	1
Grants Technician	1	1	1
Payroll Administrator	1	1	1
Section Manager	5	5	5
Section Supervisor	1	1	1
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
Financial Planning and Analysis	12	12	12
<u>Contracts Admin. and Material Management</u>			
Business Systems Analyst	1	1	1
Buyer	4	4	4
Contract Administrator	14	14	16
Department Manager	2	2	2
Director	1	1	1
Equipment Parts Clerk	18	18	17
Inventory Analyst	1	1	1
Materials Management Planner	0	0	1
Office Specialist	2	2	2
Secretary	1	1	1
Section Manager	4	4	4
Section Supervisor	4	4	3
Stockroom Clerk	5	5	4
Warranty Coordinator	2	2	2
CAMM	59	59	59

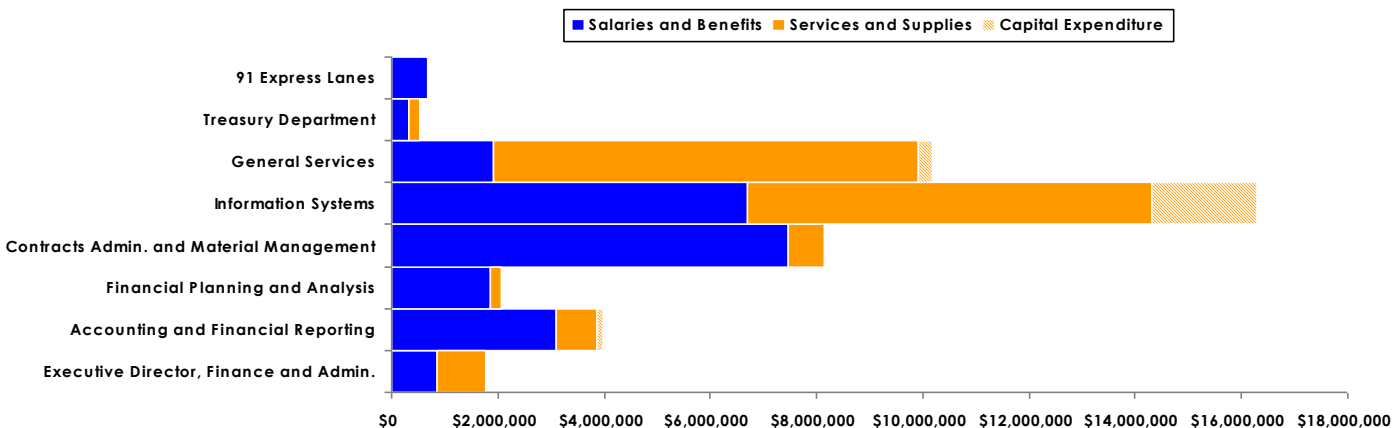
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Finance and Administration Division Staffing (Continued)

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Information Systems</u>			
Business Intelligence Analyst	1	1	1
Business Systems Analyst	6	6	6
Data Architect	0	0	1
Database Administrator	1	1	1
Department Manager	1	1	1
Help Desk Technician	3	3	4
IS Bus Strategist	1	1	1
IS Enterprise Architect	0	1	1
IS Project Manager	4	4	3
IS Security Analyst	2	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
Systems Software Analyst	6	5	5
Telecommunications Coordinator	1	1	1
Information Systems	37	37	38
<u>General Services</u>			
Administrative Specialist	1	0	0
Digital Reprographics	0	2	2
General Services Specialist	0	0	4
Intranet Specialist	2	2	1
Marketing Program Administrator	0	1	1
Office Specialist	9	7	5
Offset Printer	1	1	1
Records Management Administrator	1	1	1
Section Manager	2	2	2
Section Supervisor	2	2	2
General Services	18	18	19
<u>Treasury Department</u>			
Department Manager	1	1	1
Deputy Treasurer	1	1	1
Treasury Department	2	2	2
<u>91 Express Lanes</u>			
General Manager	1	1	1
IS Project Manager	1	1	1
Project Manager	1	1	1
91 Express Lanes	3	3	3
Total Finance and Administration	159	159	161

Finance and Administration Division Expenses by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	11,065,041	11,901,804	12,163,962
7150 Extra Help Employees	106,485	168,960	151,960
7209 Deferred Compensation	188,221	183,510	210,612
7210 Pensions	4,031,393	4,373,036	4,712,279
7220 Insurances	334,798	335,914	346,202
7240 Health Care	2,224,402	2,390,052	2,447,229
7260 Compensated Absences	1,301,666	1,644,710	1,715,385
7270 Workers' Compensation	322,786	287,489	389,374
7280 Other Benefits	745,293	773,185	767,104
Subtotal Salaries and Benefits	\$ 20,320,085	\$ 22,058,660	\$ 22,904,107
<u>Services and Supplies</u>			
7510 Professional Services	2,987,886	4,449,400	4,067,376
7540 Insurance Claims Expense	825	0	0
7610 Outside Services	4,112,710	4,047,029	3,759,079
7630 Advertising Fees	46,308	45,400	45,612
7640 Utilities	2,921,289	2,707,926	2,563,859
7650 Travel, Training, and Mileage	138,191	183,809	162,364
7660 Office Expense	1,026,475	1,368,313	2,275,516
7670 Miscellaneous Expense	132,759	154,879	201,118
7690 Leases	2,731,400	1,076,236	4,925,170
7710 Fuels and Lubricants	956	7,500	3,500
7750 Maintenance Expense	202,691	160,000	330,000
7790 Other Materials and Supplies	22,807	24,100	27,100
7830 Contributions to Other Agencies	15,180	15,220	14,100
Subtotal Services and Supplies	\$ 14,339,477	\$ 14,239,812	\$ 18,374,794
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,103,036	2,386,303	2,349,000
Subtotal Capital Expenditure	\$ 1,103,036	\$ 2,386,303	\$ 2,349,000
Total Uses	\$ 35,762,598	\$ 38,684,775	\$ 43,627,901



Executive Director, Finance and Administration

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director, Finance and Admin.			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	291,027	472,869	458,733
7209 Deferred Compensation	9,735	18,397	10,454
7210 Pensions	107,642	180,210	186,975
7220 Insurances	9,386	13,776	13,493
7240 Health Care	71,223	85,798	75,275
7260 Compensated Absences	33,686	65,513	65,414
7270 Workers' Compensation	8,486	11,962	10,002
7280 Other Benefits	23,682	44,334	42,444
Subtotal Salaries and Benefits	\$ 554,867	\$ 892,859	\$ 862,790
<u>Services and Supplies</u>			
7510 Professional Services	957,148	725,000	876,512
7650 Travel, Training, and Mileage	3,335	3,987	6,970
7660 Office Expense	1,165	2,500	2,500
7670 Miscellaneous Expense	6,438	9,320	10,470
7830 Contributions to Other Agencies	15,180	15,220	14,100
Subtotal Services and Supplies	\$ 983,266	\$ 756,027	\$ 910,552
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	1,370,000	0
Subtotal Capital Expenditure	\$ 0	\$ 1,370,000	\$ 0
Executive Director, Finance and Admin. Total	\$ 1,538,133	\$ 3,018,886	\$ 1,773,342

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.



Accounting and Financial Reporting

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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Accounting and Financial Reporting			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,560,417	1,654,639	1,648,990
7209 Deferred Compensation	21,179	22,001	23,736
7210 Pensions	580,784	608,313	647,336
7220 Insurances	47,419	47,210	47,084
7240 Health Care	342,846	357,763	359,848
7260 Compensated Absences	201,299	228,346	234,053
7270 Workers' Compensation	44,644	39,123	52,624
7280 Other Benefits	67,081	90,931	91,755
Subtotal Salaries and Benefits	\$ 2,865,669	\$ 3,048,326	\$ 3,105,426
<u>Services and Supplies</u>			
7510 Professional Services	31,943	48,400	51,972
7540 Insurance Claims Expense	286	0	0
7610 Outside Services	516,399	484,750	492,300
7630 Advertising Fees	1,146	1,400	1,400
7650 Travel, Training, and Mileage	19,179	28,979	47,632
7660 Office Expense	109,449	141,693	151,040
7670 Miscellaneous Expense	6,438	9,130	9,410
Subtotal Services and Supplies	\$ 684,840	\$ 714,352	\$ 753,754
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	35,000	125,000
Subtotal Capital Expenditure	\$ 0	\$ 35,000	\$ 125,000
Accounting and Financial Reporting Total	\$ 3,550,509	\$ 3,797,678	\$ 3,984,180

Financial Planning and Analysis

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Financial Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	942,206	971,350	998,968
7150 Extra Help Employees	0	0	13,000
7209 Deferred Compensation	18,355	17,373	21,354
7210 Pensions	339,096	357,778	393,675
7220 Insurances	28,122	28,319	29,283
7240 Health Care	149,503	161,951	174,251
7260 Compensated Absences	92,598	134,301	142,163
7270 Workers' Compensation	26,688	22,952	31,464
7280 Other Benefits	56,370	65,741	65,061
Subtotal Salaries and Benefits	\$ 1,652,938	\$ 1,759,765	\$ 1,869,219
<u>Services and Supplies</u>			
7510 Professional Services	248,100	170,000	171,392
7650 Travel, Training, and Mileage	4,992	10,854	8,914
7660 Office Expense	5,994	7,000	9,632
7670 Miscellaneous Expense	645	1,300	1,130
Subtotal Services and Supplies	\$ 259,731	\$ 189,154	\$ 191,068
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	25,000	0
Subtotal Capital Expenditure	\$ 0	\$ 25,000	\$ 0
Financial Planning and Analysis Total	\$ 1,912,669	\$ 1,973,919	\$ 2,060,287

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.



Contracts Administration and Material Management

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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Contracts Admin. and Material Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,487,313	3,844,678	3,964,393
7150 Extra Help Employees	47,759	74,000	74,000
7209 Deferred Compensation	55,766	46,475	64,203
7210 Pensions	1,212,850	1,403,024	1,480,974
7220 Insurances	106,225	103,492	107,316
7240 Health Care	728,353	791,501	852,719
7260 Compensated Absences	447,895	534,373	551,665
7270 Workers' Compensation	101,785	90,939	122,759
7280 Other Benefits	181,601	240,180	235,197
Subtotal Salaries and Benefits	\$ 6,369,547	\$ 7,128,662	\$ 7,453,226
<u>Services and Supplies</u>			
7510 Professional Services	161,232	174,000	165,000
7610 Outside Services	174,224	45,000	45,000
7630 Advertising Fees	45,162	44,000	44,212
7650 Travel, Training, and Mileage	7,106	20,199	19,432
7660 Office Expense	8,894	11,500	11,704
7670 Miscellaneous Expense	63,527	74,738	78,528
7750 Maintenance Expense	197,410	150,000	325,000
7790 Other Materials and Supplies	7,955	8,000	7,600
Subtotal Services and Supplies	\$ 665,510	\$ 527,437	\$ 696,476
CAMM Total	\$ 7,035,057	\$ 7,656,099	\$ 8,149,702

Information Systems

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Information Systems			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,425,146	3,455,915	3,598,050
7150 Extra Help Employees	43,612	50,000	40,000
7209 Deferred Compensation	54,055	52,506	58,327
7210 Pensions	1,284,597	1,269,667	1,411,043
7220 Insurances	98,472	100,043	105,184
7240 Health Care	592,545	639,494	647,141
7260 Compensated Absences	347,032	475,903	509,647
7270 Workers' Compensation	99,564	85,392	121,575
7280 Other Benefits	205,984	198,693	197,746
Subtotal Salaries and Benefits	\$ 6,151,007	\$ 6,327,613	\$ 6,688,713
<u>Services and Supplies</u>			
7510 Professional Services	1,387,534	3,113,500	2,591,000
7610 Outside Services	2,826,986	3,034,279	2,738,279
7640 Utilities	1,023,456	829,900	623,160
7650 Travel, Training, and Mileage	87,893	92,638	62,164
7660 Office Expense	421,322	577,260	1,618,965
7670 Miscellaneous Expense	2,569	3,181	3,370
Subtotal Services and Supplies	\$ 5,749,760	\$ 7,650,758	\$ 7,636,938
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,103,036	672,000	1,954,000
Subtotal Capital Expenditure	\$ 1,103,036	\$ 672,000	\$ 1,954,000
Information Systems Total	\$ 13,003,803	\$ 14,650,371	\$ 16,279,651

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 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.

General Services

The **General Services Department** provides a variety of support services to OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and acts as liaison between property management and OCTA. In addition, the general services section oversees records

management, mail services, reprographics, OCTA Store, and the OCTA's receptionist staff. The responsibilities also cover OCTA Headquarters construction projects. The OCTA-wide Internal Communications program is administered to promote communications to employees and

their families. The Intranet, Digital Signage, eNews, and eBlasts are the primary tools used to provide employees with up-to-date information. Recognition events and employee programs are also sponsored by this section.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
General Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	844,394	939,338	957,974
7150 Extra Help Employees	15,114	44,960	24,960
7209 Deferred Compensation	9,737	8,563	11,711
7210 Pensions	316,207	343,403	377,521
7220 Insurances	30,827	26,604	27,730
7240 Health Care	253,784	271,696	256,458
7260 Compensated Absences	129,595	128,272	135,891
7270 Workers' Compensation	26,628	23,416	33,277
7280 Other Benefits	162,842	93,197	97,534
Subtotal Salaries and Benefits	\$ 1,789,128	\$ 1,879,449	\$ 1,923,056
<u>Services and Supplies</u>			
7510 Professional Services	166,271	205,500	148,500
7540 Insurance Claims Expense	539	0	0
7610 Outside Services	595,101	483,000	483,500
7640 Utilities	1,897,833	1,878,026	1,940,699
7650 Travel, Training, and Mileage	15,686	23,298	13,193
7660 Office Expense	410,904	628,245	385,560
7670 Miscellaneous Expense	18,694	25,100	66,100
7690 Leases	2,731,400	1,076,236	4,925,170
7710 Fuels and Lubricants	956	7,500	3,500
7750 Maintenance Expense	5,281	10,000	5,000
7790 Other Materials and Supplies	14,852	16,100	19,500
Subtotal Services and Supplies	\$ 5,857,517	\$ 4,353,005	\$ 7,990,722
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	284,303	270,000
Subtotal Capital Expenditure	\$ 0	\$ 284,303	\$ 270,000
General Services Total	\$ 7,646,645	\$ 6,516,757	\$ 10,183,778

Treasury/91 Express Lanes Department

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Treasury Department			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	152,629	201,103	166,625
7209 Deferred Compensation	3,371	3,928	3,619
7210 Pensions	57,434	74,224	65,714
7220 Insurances	4,480	5,604	4,836
7240 Health Care	46,343	44,476	44,346
7260 Compensated Absences	21,153	27,861	23,760
7270 Workers' Compensation	4,470	3,912	5,269
7280 Other Benefits	10,391	11,052	8,748
Subtotal Salaries and Benefits	\$ 300,271	\$ 372,160	\$ 322,917
<u>Services and Supplies</u>			
7510 Professional Services	35,658	13,000	63,000
7650 Travel, Training, and Mileage	0	3,854	4,059
7660 Office Expense	68,747	115	96,115
7670 Miscellaneous Expense	34,448	32,110	32,110
Subtotal Services and Supplies	\$ 138,853	\$ 49,079	\$ 195,284
Treasury Department Total	\$ 439,124	\$ 421,239	\$ 518,201
Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
91 Express Lanes			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	361,909	361,912	370,229
7209 Deferred Compensation	16,023	14,267	17,208
7210 Pensions	132,783	136,417	149,041
7220 Insurances	9,867	10,866	11,276
7240 Health Care	39,805	37,373	37,191
7260 Compensated Absences	28,408	50,141	52,792
7270 Workers' Compensation	10,521	9,793	12,404
7280 Other Benefits	37,342	29,057	28,619
Subtotal Salaries and Benefits	\$ 636,658	\$ 649,826	\$ 678,760
91 Express Lanes Total	\$ 636,658	\$ 649,826	\$ 678,760

The **Treasury/91 Express Lanes 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.

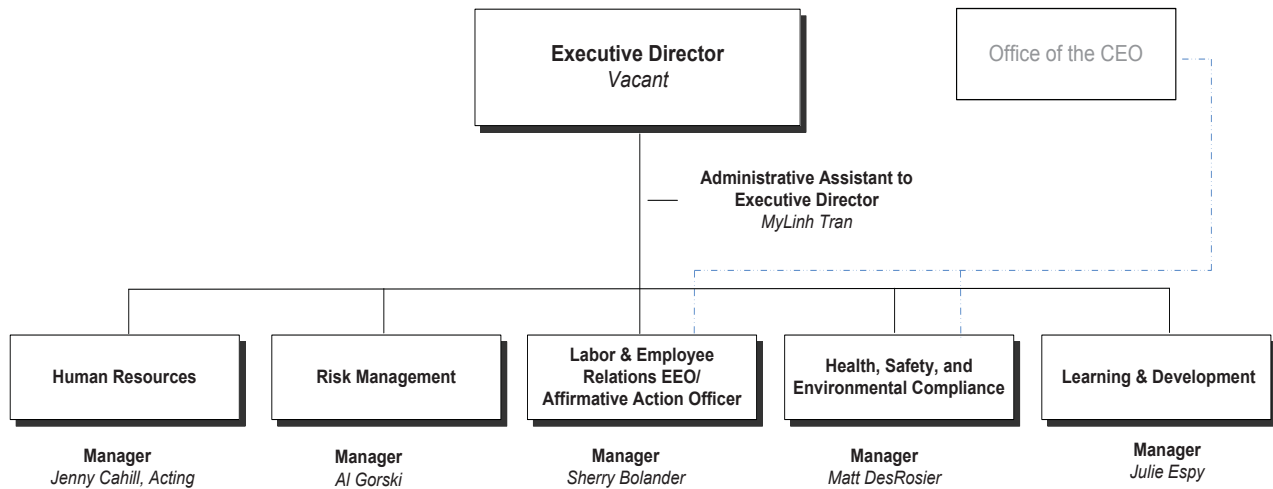
The OCTA Treasurer also oversees the operations of the 91 Express Lanes, serving as the General

Manager. The 91 Express Lanes staff oversees all aspects of the State Route 91 Express Lanes 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.



Division Organizational Chart

Orange County Transportation Authority Human Resources & Organizational Development Division



Division Overview

The Human Resources and Organizational Development (HR&OD) Division supports the OCTA's goals, and objectives by ensuring the development, and welfare of its employees through long-term strategic planning, and partnership. The HR&OD 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 HR&OD Division.

Accomplishments Fiscal Year 2014-15

- Developed and conducted an Aspects Review for all potential HSEC risks in accordance with a system management approach towards continuous improvement (ISO / OSHAS guidelines).
- Developed and published OCTA's Environmental Sustainability webpage
- Outsourced processing of all protected leaves to a third party administrator
- Successfully completed an audit of all I-9 documents to ensure compliance with federal law
- Managed the completion of a compensation and benefits survey and implemented the approved portions
- 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 2015. The current number of liability cases in litigation is the lowest in seventeen years and has reduced legal expenses by 55 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 6 percent or \$89,746 reduction in premium.
- Upgraded the internal Learning Management System (LMS) to provide an integrated system which enhances employee learning, performance, and development.
- Continued to support 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 the annual Equal Employment Opportunity/Affirmative Action plan (EEO/AAP) and supported Title VI required activities.

Division Overview (Continued)

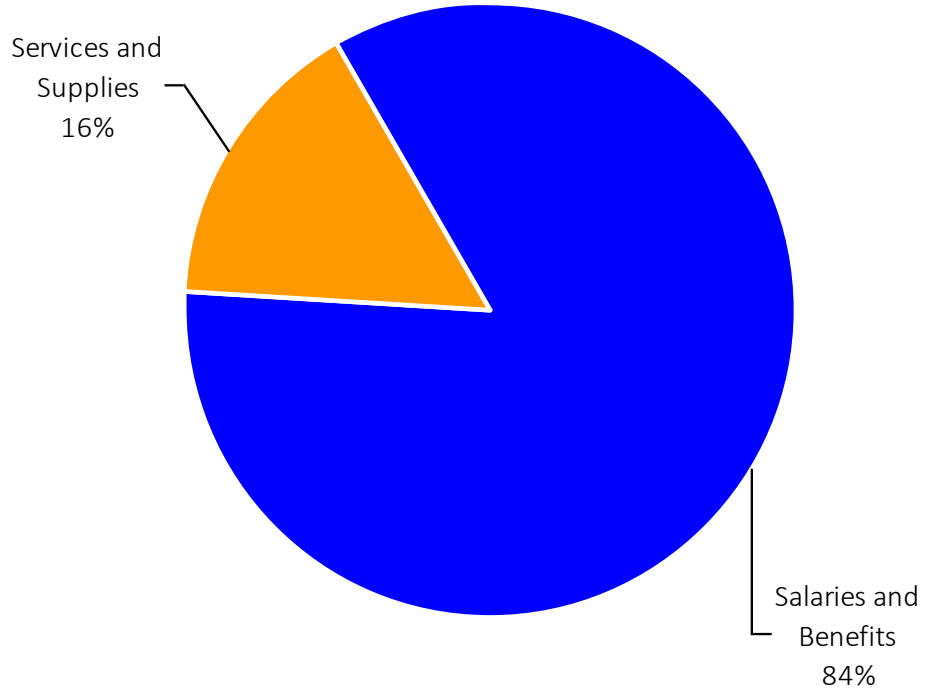
Goals Fiscal Year 2015-16

- Identify all mandatory required HSEC training for each job classification throughout OCTA. Develop and implement a matrix to guide HSEC training efforts/compliance.
- Develop an incident reporting structure to ensure compliance with the FTA's new National Transit Database reporting requirements.
- Implement an automated on-boarding solution
- 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.
- Create a robust succession plan with supporting policies and programs to advance workforce development, increase retention and ensure a pipeline of talent and successful transfer of organizational knowledge
- Develop and implement online learning programs for the majority of mandatory training to ensure staff is fully compliant and that training is available on-demand.
- Create and implement a high-level, internal Ethics course designed to assist staff with the application of OCTA's principles and values in all business decision-making.
- Update and submit to Federal Transit Administration (FTA) the annual Equal Employment Opportunity/ Affirmative Action Plan (EEO/AAP) and the required Title VI Report.
- Prepare for and conduct collective bargaining agreement negotiations for coach operators and maintenance employees.

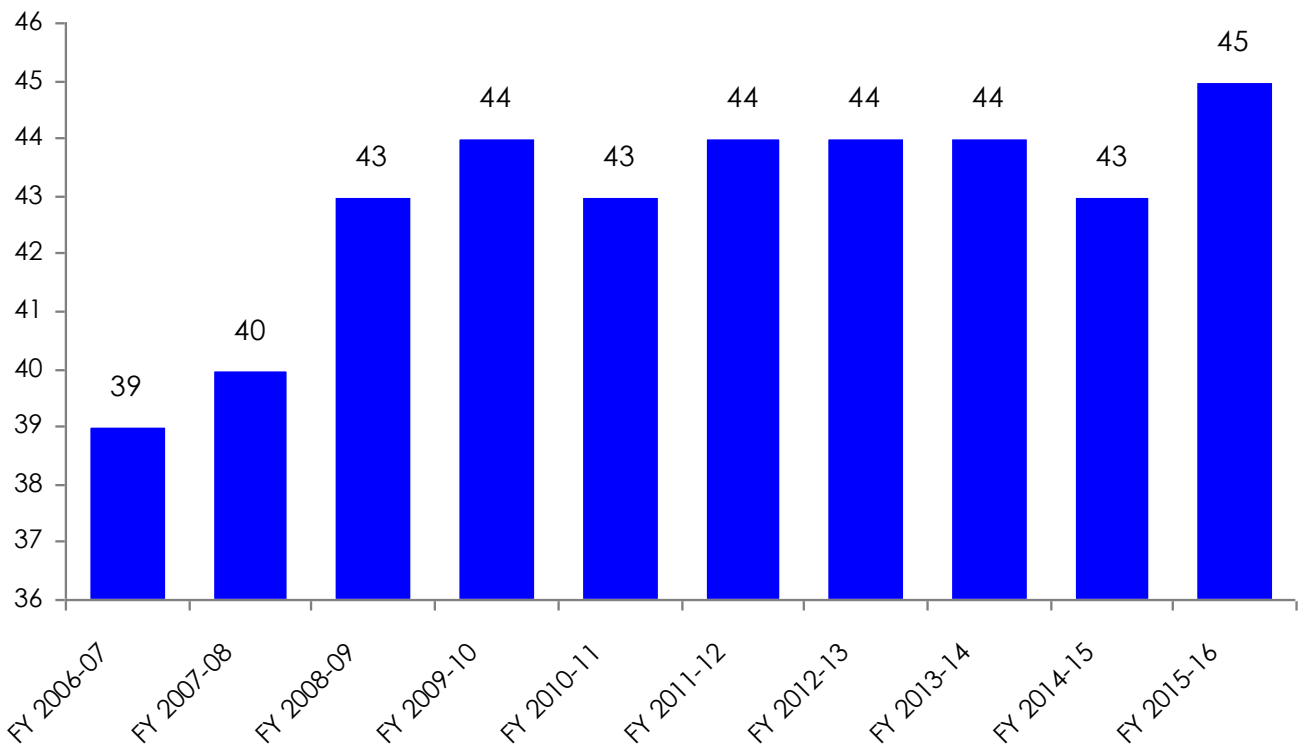


Human Resources and Organizational Development Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 6,986,579
Services and Supplies	1,321,629
Total Uses	\$ 8,308,208



Staffing Plan



Human Resources and Organizational Development Staffing



Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed 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	3	2
Human Resources Representative	3	3	4
Office Specialist	4	3	3
Section Manager	2	2	2
Human Resources	19	19	19
<u>Learning and Development</u>			
Department Manager	1	1	1
Office Specialist	1	0	0
Training & Development Administrator	2	2	2
Training & Development Specialist	0	1	1
Learning and Development	4	4	4
<u>Risk Management</u>			
Administrative Specialist	2	2	3
Claims Representative	2	2	2
Department Manager	1	1	1
Office Specialist	1	1	0
Section Manager	1	1	1
Risk Management	7	7	7

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Human Resources and Organizational Development Staffing (Continued)



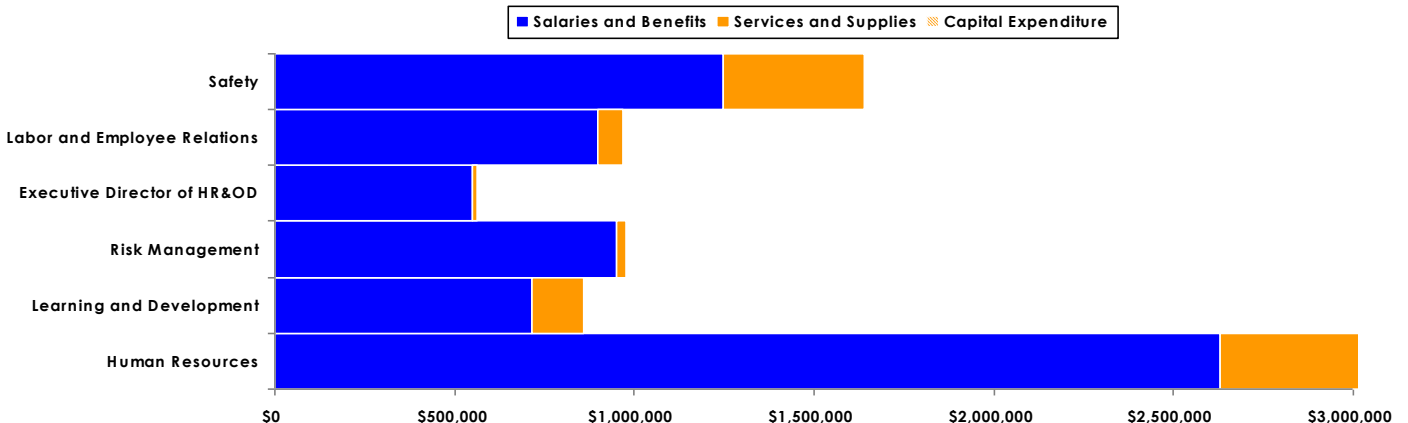
Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Director of HR&OD</u>			
Administrative Assistant	1	1	1
Executive Director	1	1	1
Executive Director of HR&OD	2	2	2
<u>Labor and Employee Relations</u>			
Administrative Specialist	1	1	1
Department Manager	1	1	1
Employee Relations Rep	3	3	3
Office Specialist	0	0	1
Labor and Employee Relations	5	5	6
<u>Management Services</u>			
Strategic Plan Officer	1	0	0
Management Services	1	0	0
<u>Safety</u>			
Department Manager	1	1	1
Rail Systems Safety Specialist	0	0	1
Safety, Health & Environmental Specialist	5	5	5
Safety	6	6	7
Total HR&OD	44	43	45

Human Resources and Organizational Development Division Expenses by Account

Division Expenses by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,124,477	3,302,350	3,547,920
7150 Extra Help Employees	120,415	134,332	108,000
7209 Deferred Compensation	82,449	78,935	91,613
7210 Pensions	1,203,246	1,226,183	1,402,372
7220 Insurances	102,643	94,999	102,400
7240 Health Care	568,883	642,796	706,455
7260 Compensated Absences	435,376	457,321	504,498
7270 Workers' Compensation	93,622	54,939	197,468
7280 Other Benefits	256,998	311,230	325,853
Subtotal Salaries and Benefits	\$ 5,988,109	\$ 6,303,085	\$ 6,986,579
<u>Services and Supplies</u>			
7510 Professional Services	647,485	677,374	998,262
7610 Outside Services	41,320	24,671	25,171
7630 Advertising Fees	39,289	42,275	48,000
7650 Travel, Training, and Mileage	63,579	101,123	89,335
7660 Office Expense	83,653	58,497	57,236
7670 Miscellaneous Expense	44,755	64,614	75,642
7690 Leases	382	3,280	3,300
7790 Other Materials and Supplies	18,368	25,719	24,683
Subtotal Services and Supplies	\$ 938,831	\$ 997,553	\$ 1,321,629
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	18,106	0	0
Subtotal Capital Expenditure	\$ 18,106	\$ 0	\$ 0
Total Uses	\$ 6,945,046	\$ 7,300,638	\$ 8,308,208

Division Expenses by Department and Major Object



Executive Director, HR&OD

The **Executive Director of HR&OD** provides top down strategic initiatives in support of the operational, financial, and long term functions of the HR&OD 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 **Management Services Department** was moved under the Planning Division in FY 2014-15.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director of HR&OD			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	248,071	268,783	278,114
7209 Deferred Compensation	31,007	28,859	33,297
7210 Pensions	103,878	102,045	112,515
7220 Insurances	7,098	7,894	8,198
7240 Health Care	39,357	42,769	44,529
7260 Compensated Absences	46,497	37,240	39,587
7270 Workers' Compensation	7,623	6,938	8,985
7280 Other Benefits	17,052	24,339	24,155
Subtotal Salaries and Benefits	\$ 500,583	\$ 518,867	\$ 549,380
<u>Services and Supplies</u>			
7510 Professional Services	91,975	0	0
7650 Travel, Training, and Mileage	9,789	8,582	7,403
7660 Office Expense	1,082	1,000	1,000
7670 Miscellaneous Expense	1,086	1,535	1,440
7790 Other Materials and Supplies	422	2,000	2,000
Subtotal Services and Supplies	\$ 104,354	\$ 13,117	\$ 11,843
Executive Director of HR&OD Total	\$ 604,937	\$ 531,984	\$ 561,223

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Management Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	126,847	0	0
7150 Extra Help Employees	12,110	0	0
7209 Deferred Compensation	1,295	0	0
7210 Pensions	50,804	0	0
7220 Insurances	4,027	0	0
7240 Health Care	883	0	0
7260 Compensated Absences	19,411	0	0
7270 Workers' Compensation	4,016	0	0
7280 Other Benefits	4,851	0	0
Subtotal Salaries and Benefits	\$ 224,244	\$ 0	\$ 0
Management Services Total	\$ 224,244	\$ 0	\$ 0

Human Resources

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 1,400 employees.



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Human Resources			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,117,059	1,264,158	1,326,807
7150 Extra Help Employees	7,117	22,500	28,000
7209 Deferred Compensation	13,243	15,277	14,222
7210 Pensions	415,422	467,429	521,361
7220 Insurances	38,118	36,257	38,187
7240 Health Care	245,782	284,624	305,912
7260 Compensated Absences	142,296	175,144	188,129
7270 Workers' Compensation	32,700	5,030	124,403
7280 Other Benefits	75,833	74,245	81,906
Subtotal Salaries and Benefits	\$ 2,087,570	\$ 2,344,664	\$ 2,628,927
<u>Services and Supplies</u>			
7510 Professional Services	244,292	283,446	574,893
7610 Outside Services	27,901	0	0
7630 Advertising Fees	36,789	42,275	48,000
7650 Travel, Training, and Mileage	12,468	32,164	25,735
7660 Office Expense	27,545	13,805	14,098
7670 Miscellaneous Expense	9,313	9,930	11,335
Subtotal Services and Supplies	\$ 358,308	\$ 381,620	\$ 674,061
Human Resources Total	\$ 2,445,878	\$ 2,726,284	\$ 3,302,988

Learning and Development



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Learning and Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	266,636	298,940	308,497
7150 Extra Help Employees	30,554	47,000	47,000
7209 Deferred Compensation	2,546	2,092	3,418
7210 Pensions	103,725	112,098	123,231
7220 Insurances	9,476	8,451	8,791
7240 Health Care	40,431	45,029	45,014
7260 Compensated Absences	39,229	41,417	43,919
7270 Workers' Compensation	8,404	6,995	9,907
7280 Other Benefits	110,593	126,448	123,169
Subtotal Salaries and Benefits	\$ 611,594	\$ 688,470	\$ 712,946
<u>Services and Supplies</u>			
7510 Professional Services	58,883	79,000	74,000
7650 Travel, Training, and Mileage	25,355	28,328	27,429
7660 Office Expense	38,629	27,500	27,500
7670 Miscellaneous Expense	9,915	8,200	17,500
Subtotal Services and Supplies	\$ 132,782	\$ 143,028	\$ 146,429
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	7,185	0	0
Subtotal Capital Expenditure	\$ 7,185	\$ 0	\$ 0
Learning and Development Total	\$ 751,561	\$ 831,498	\$ 859,375

The **Learning and Development Department** is responsible for all learning and development activities in the Talent Management lifecycle, including onboarding, skills acquisition, professional development, and succession. The Learning 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 customized training, competency assessment,

professional development, and assistance with acquiring and building training. 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.

Risk Management

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.



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Risk Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	438,629	488,416	500,867
7150 Extra Help Employees	11,477	0	0
7209 Deferred Compensation	15,394	14,656	16,531
7210 Pensions	170,135	180,270	197,532
7220 Insurances	14,305	14,185	14,450
7240 Health Care	93,821	111,926	108,052
7260 Compensated Absences	61,666	67,668	71,421
7270 Workers' Compensation	12,993	12,250	15,313
7280 Other Benefits	18,287	26,887	26,297
Subtotal Salaries and Benefits	\$ 836,707	\$ 916,258	\$ 950,463
<u>Services and Supplies</u>			
7510 Professional Services	0	0	15,000
7650 Travel, Training, and Mileage	2,888	7,034	6,346
7660 Office Expense	5,144	3,588	3,588
7670 Miscellaneous Expense	1,668	1,450	1,950
Subtotal Services and Supplies	\$ 9,700	\$ 12,072	\$ 26,884
Risk Management Total	\$ 846,407	\$ 928,330	\$ 977,347

Labor and Employee Relations



The **Labor and Employee Relations Department** is responsible for administering three collective bargaining agreements, which provide terms and conditions of employment for approximately 900 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 (EEO/AAP), which is required by the Federal Transit Administration (FTA). The Department is responsible for

administering the EEO Program, which prohibits discrimination and harassment in the workplace, preparing and submitting the Title VI Report to FTA, collective bargaining agreement interpretation, and providing assistance with labor and employee relations matters.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Labor and Employee Relations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	436,239	433,069	471,297
7150 Extra Help Employees	26,921	28,000	0
7209 Deferred Compensation	10,642	10,248	13,719
7210 Pensions	171,573	160,336	185,279
7220 Insurances	13,316	12,548	13,758
7240 Health Care	70,030	74,349	102,555
7260 Compensated Absences	48,551	59,791	66,994
7270 Workers' Compensation	12,933	11,137	18,294
7280 Other Benefits	23,595	23,732	26,264
Subtotal Salaries and Benefits	\$ 813,800	\$ 813,210	\$ 898,160
<u>Services and Supplies</u>			
7510 Professional Services	15,377	32,400	36,000
7610 Outside Services	8,543	10,000	10,500
7630 Advertising Fees	2,500	0	0
7650 Travel, Training, and Mileage	4,257	7,854	6,300
7660 Office Expense	3,751	5,500	6,000
7670 Miscellaneous Expense	9,219	11,610	12,015
Subtotal Services and Supplies	\$ 43,647	\$ 67,364	\$ 70,815
Labor and Employee Relations Total	\$ 857,447	\$ 880,574	\$ 968,975

Safety

The **Health, Safety, and Environmental Compliance (HSEC) Department** is responsible for ensuring OCTA is compliant with all applicable health, safety and environmental standards, codes, and regulations. The professional staff of the department

develops and implements authority wide employee, fleet, and system safety programs.

The HSEC Department will continue to support all administrative, operations, and capital programs through health, safety, and envi-

ronmental compliance program management, to include planned inspections, accident and incident investigations, hazard identification and resolution, regulatory agency interface, and compliance program development and implementation.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Safety			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	490,996	548,984	662,338
7150 Extra Help Employees	32,236	36,832	33,000
7209 Deferred Compensation	8,322	7,803	10,426
7210 Pensions	187,709	204,005	262,454
7220 Insurances	16,303	15,664	19,016
7240 Health Care	78,579	84,099	100,393
7260 Compensated Absences	77,726	76,061	94,448
7270 Workers' Compensation	14,953	12,589	20,566
7280 Other Benefits	6,787	35,579	44,062
Subtotal Salaries and Benefits	\$ 913,611	\$ 1,021,616	\$ 1,246,703
<u>Services and Supplies</u>			
7510 Professional Services	236,958	282,528	298,369
7610 Outside Services	4,876	14,671	14,671
7650 Travel, Training, and Mileage	8,822	17,161	16,122
7660 Office Expense	7,502	7,104	5,050
7670 Miscellaneous Expense	13,554	31,889	31,402
7690 Leases	382	3,280	3,300
7790 Other Materials and Supplies	17,946	23,719	22,683
Subtotal Services and Supplies	\$ 290,040	\$ 380,352	\$ 391,597
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	10,921	0	0
Subtotal Capital Expenditure	\$ 10,921	\$ 0	\$ 0
Safety Total	\$ 1,214,572	\$ 1,401,968	\$ 1,638,300

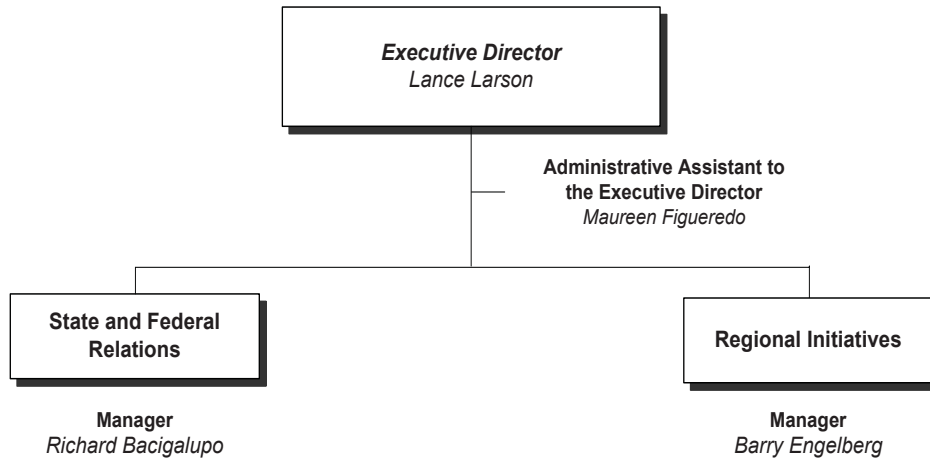


OCTA



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, United States Congress, and regional elected officials. In addition, the division is responsible for developing and maintaining a competitive and proactive grant funding program.

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.
- 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

Division Overview (Continued)

- \$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.

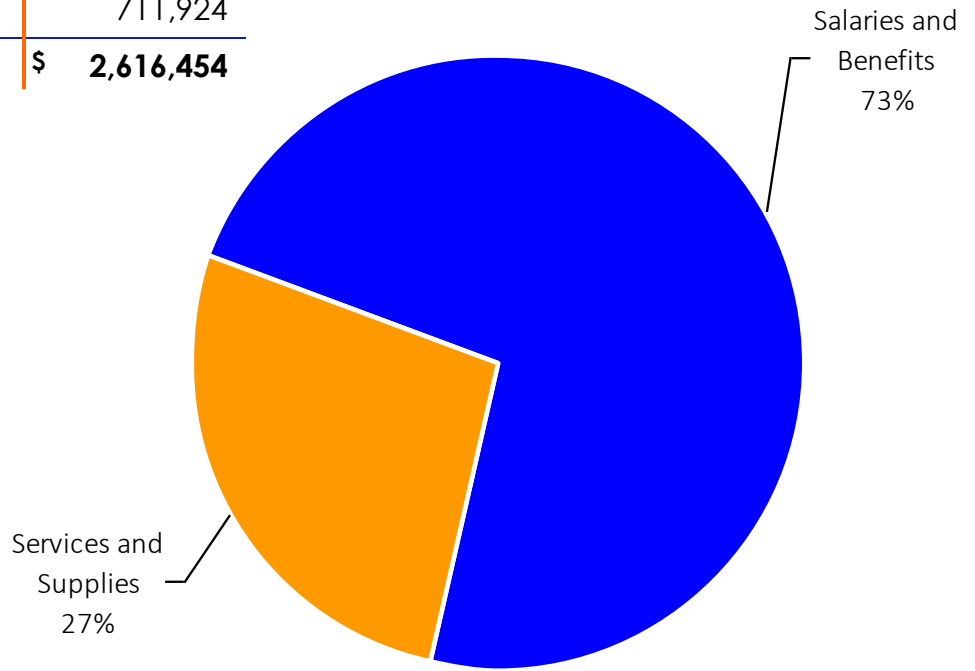
Goals Fiscal Year 2015-16

- 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.
- 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.

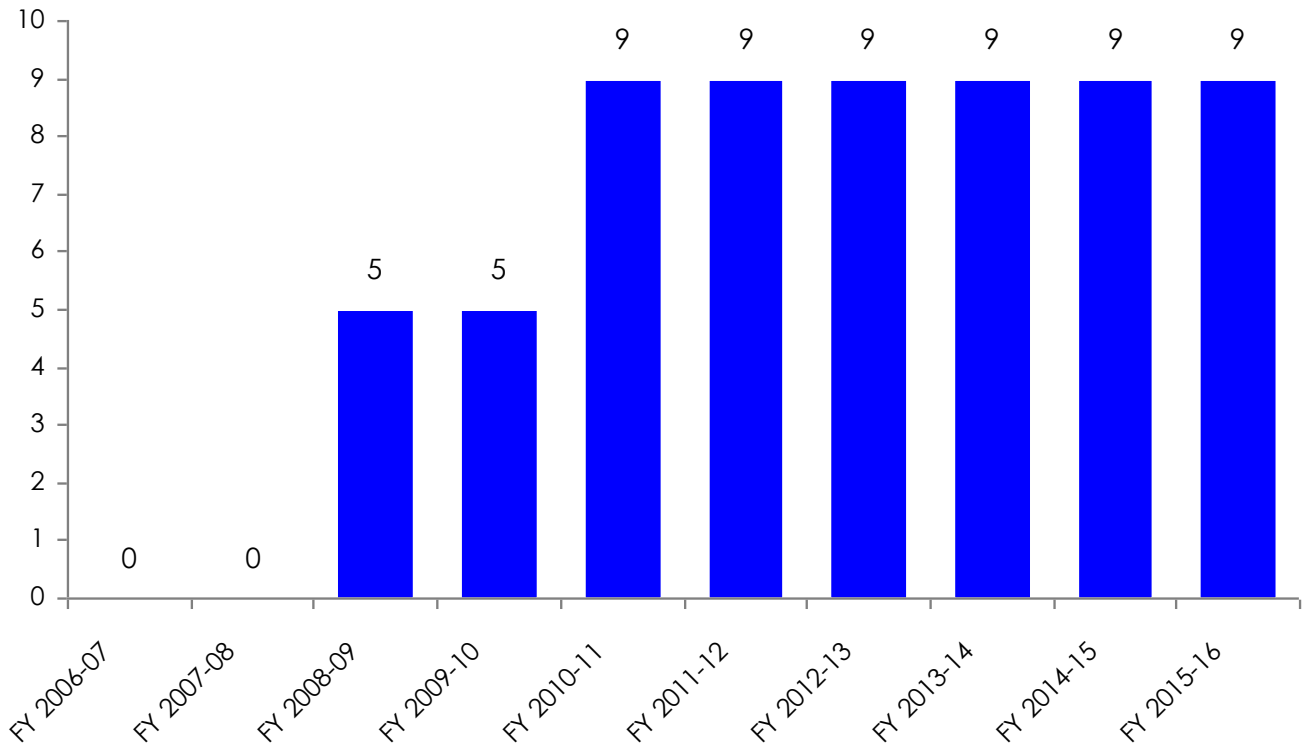


Government Relations Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 1,904,530
Services and Supplies	711,924
Total Uses	\$ 2,616,454



Staffing Plan





Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Director, Government Relations</u>			
Administrative Assistant	1	1	1
Department Manager	1	1	1
Executive Director	1	1	1
Government Relations Representative	4	4	4
Program Manager	1	1	1
Section Manager	0	0	1
Transportation Analyst	1	1	1
Executive Director, Government Relations	9	9	10
Total Government Relations	9	9	10

Organization

The Government Relations Division budgets all expenses and personnel in the Director, Government Relations department, but operates out of the following departments.

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

Government Relations Expenses by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	893,368	908,513	988,913
7150 Extra Help Employees	24,099	30,000	59,500
7209 Deferred Compensation	39,137	36,828	42,028
7210 Pensions	342,080	339,288	396,057
7220 Insurances	26,252	26,219	29,108
7240 Health Care	120,865	136,175	152,835
7260 Compensated Absences	92,637	125,872	140,874
7270 Workers' Compensation	26,078	21,043	33,968
7280 Other Benefits	56,948	65,110	61,247
Subtotal Salaries and Benefits	\$ 1,621,464	\$ 1,689,048	\$ 1,904,530
<u>Services and Supplies</u>			
7510 Professional Services	91,850	1,089,000	622,000
7610 Outside Services	3,300	1,500	1,536
7640 Utilities	130	0	0
7650 Travel, Training, and Mileage	42,900	35,429	44,162
7660 Office Expense	2,352	8,450	8,446
7670 Miscellaneous Expense	29,290	36,245	35,020
7790 Other Materials and Supplies	0	800	760
Subtotal Services and Supplies	\$ 169,822	\$ 1,171,424	\$ 711,924
Total Uses	\$ 1,791,286	\$ 2,860,472	\$ 2,616,454

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. In addition, this department is responsible for sub-recipient monitoring.

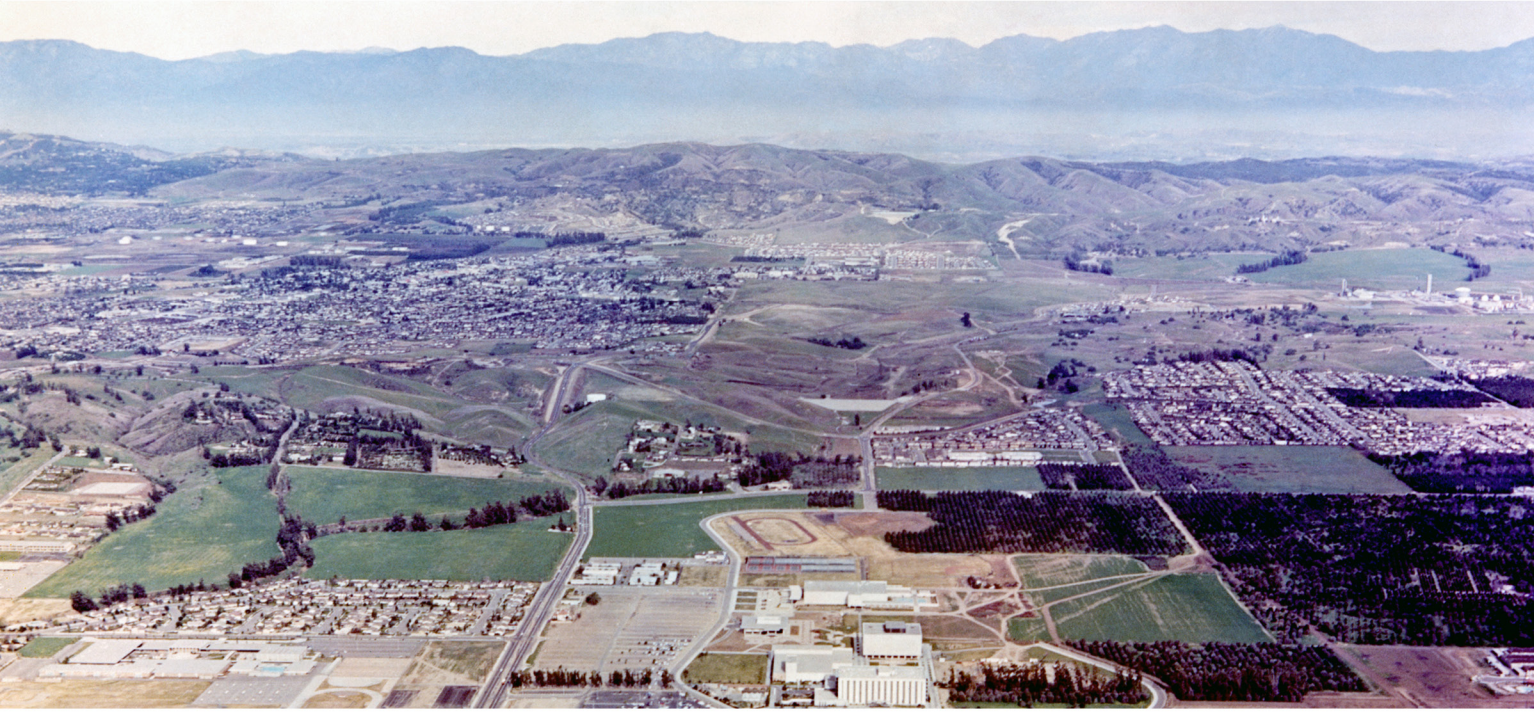
The **Regional Initiatives Department** serves as the liaison between OCTA and Orange County cities, the County of Orange, other special districts and Southern California's regional stakeholders charged with active coordination of planning efforts related to local and regional transportation initiatives. 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.

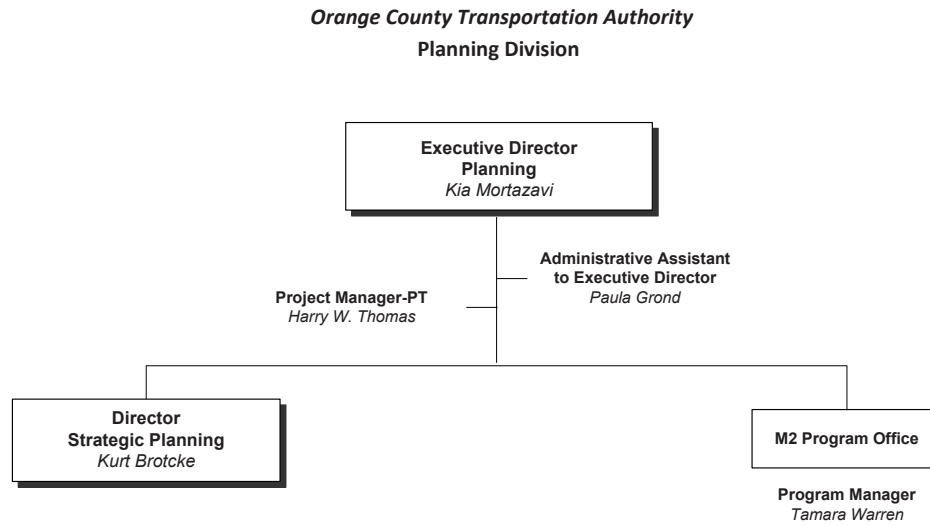
OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California which are the Southern California Association of Government and the San Diego Association of Governments. These initiatives address key multicounty mobility and 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.



Division Organization Chart



Division Overview

OCTA's **Planning Division** is responsible for developing future transportation solutions and securing funding for transportation improvements in collaboration with local and regional transportation agencies, while ensuring adherence to 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 initiatives 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.

Accomplishments Fiscal Year 2014-15

- Prepared a four-year action plan to advance OCTA's 2014 L RTP and actively participated in SCAG RTP development efforts to ensure OCTA's programs and projects meet regional air quality goals and are also incorporated into the RTP.
- Finalized the initial planning studies for M2 freeway improvement projects on State Route 57 (Orangewood to Katella Avenue), on State Route 55 (State Route 22 to State Route 91) and on the I-5/El Toro Road Interchange.
- Delivered ten signal synchronization projects on behalf of multiple cities that resulted in significant travel time improvements for approximately 98 miles of arterials and 343 signalized intersections.
- Initiated the Central Harbor Corridor Transit Study, completed a Short-Range Transit Plan to assist in prioritizing changes in fixed-route bus service, and updated the Bus Capital Plan to prioritize bus capital investments.
- Published the Freeway Mitigation Program Natural Community Conservation/Habitat Conservation Plan

Division Overview (Continued)

- and provided grants for projects to reduce impact of urban runoff on Orange County waterways.
- Increased involvement in active transportation efforts by hiring an Active Transportation Coordinator, developed a project identify/action plan for the OC Loop bikeways project, and completed regional bikeway planning efforts in South Orange County.
- Enabled OCTA to receive nearly \$4 million in additional federal funds due to its early delivery of federally-funded projects in FY 2014-15.
- Awarded approximately \$67 million in federal and M2 funding to cities and County of Orange for pavement preservation and rehabilitation, arterial congestion relief, and signal synchronization projects.
- Worked with local agencies to secure \$21 million in state and federal funds for 28 active transportation grants for bicycle and pedestrian trails, the OC Loop, safety outreach and education programs, and planning projects, to improve Orange County resident's overall mobility options.
- Completed the 3rd annual M2 Ordinance Tracking Matrix to document that OCTA is complying with all elements of the M2 Ordinance No. 3.
- Tracked and reported on implementation of Board Strategic Initiatives and CEO Initiatives and Action Plan.

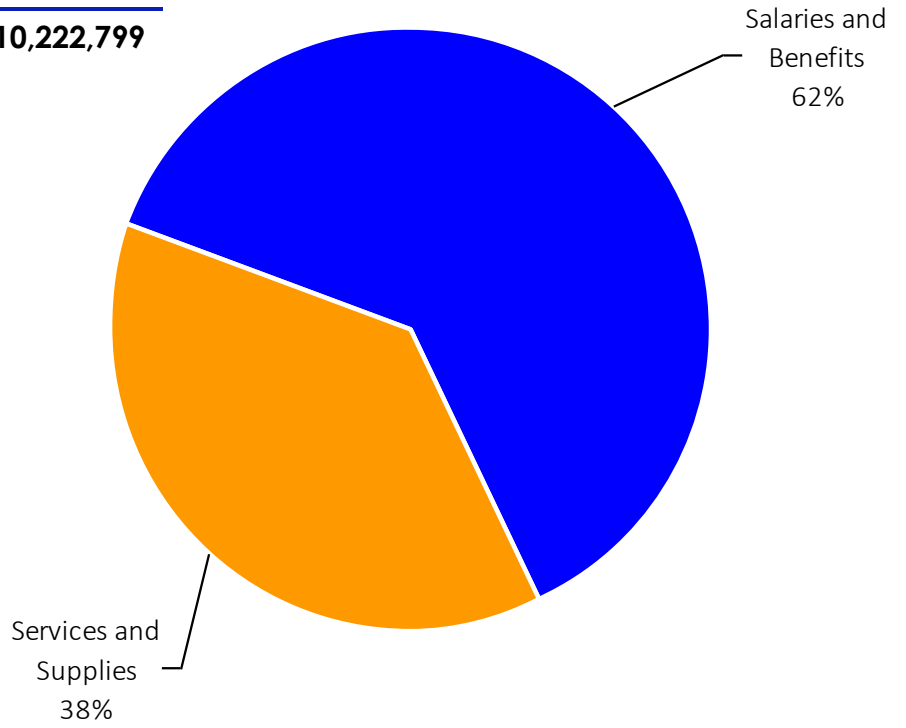
Goals Fiscal Year 2015-16

- Actively participate in the development of policies, programs, and procedures related to implementation of greenhouse gas regulations, sustainable communities strategies statutes, and Cap and Trade funding.
- Participate in the development of the RTP to ensure OCTA's priority projects are included and advance studies related to the LRTP Action Plan.
- Continue planning efforts to study options to extend the high-occupancy vehicle lanes on Interstate 5 from Avenida Pico to the San Diego County line, and finalize recommendations to improve travel on PCH through corridor planning efforts.
- Initiate a transit master plan to guide long-term bus and rail expansion opportunities and continue study of Central Harbor Boulevard transit corridor to explore connections to planned guideway projects.
- Complete a regional bikeway study in the foothill communities, and initiate an update to the 2009 Commuter Bikeways Strategic Plan to incorporate active transportation goals and policies.
- Study joint development opportunities at one transportation center.
- Develop a comprehensive program of projects that is consistent with OCTA and statewide goals for the 2016 State Transportation Improvement Funding Program that maximizes the use of state and federal funds and preserves M2.
- Award approximately \$50 million of funding for regional capacity signal synchronization projects throughout the County as part of the 2016 call for projects.
- Commence the M2 Ten-Year Review process as specified in the M2 Ordinance No. 3.
- Provide regular progress reports on status of Board Strategic Initiatives, CEO Action Plan, and suggest new goals and initiatives to further the vision of OCTA's Strategic Plan.

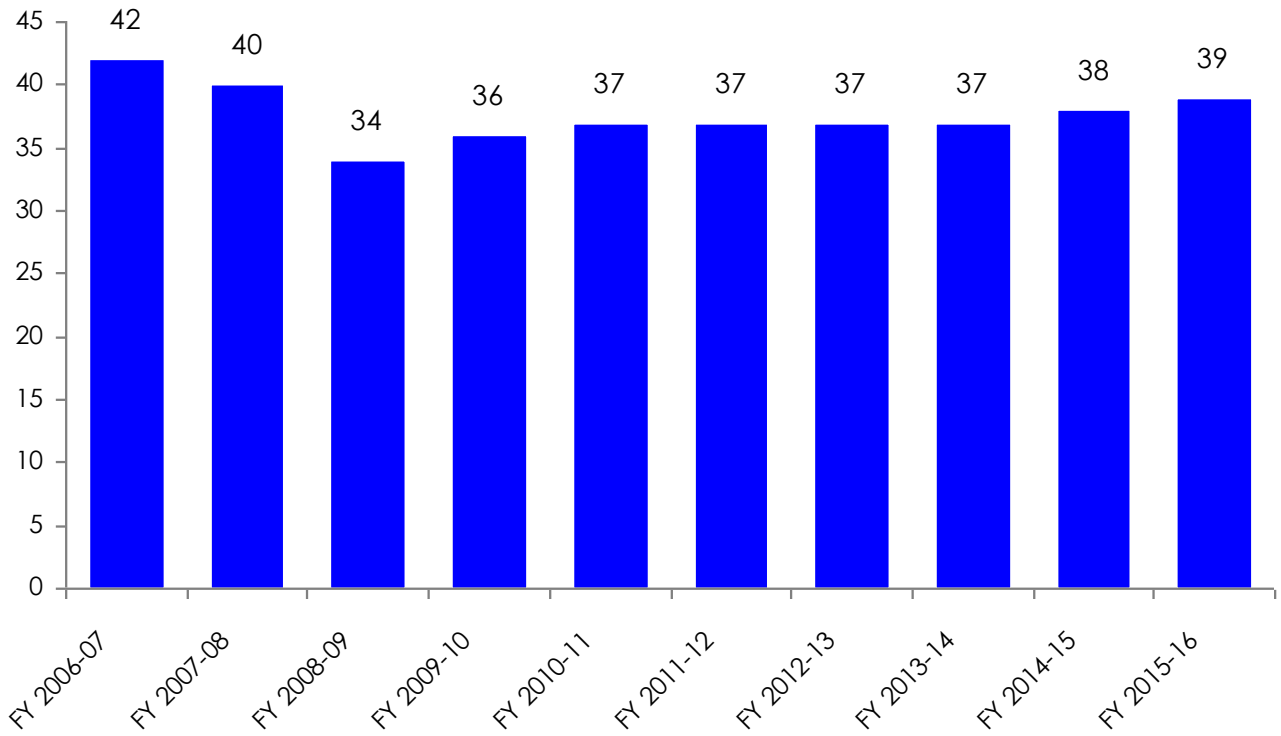


Planning Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 6,362,706
Services and Supplies	3,860,093
Total Uses	\$ 10,222,799



Staffing Plan



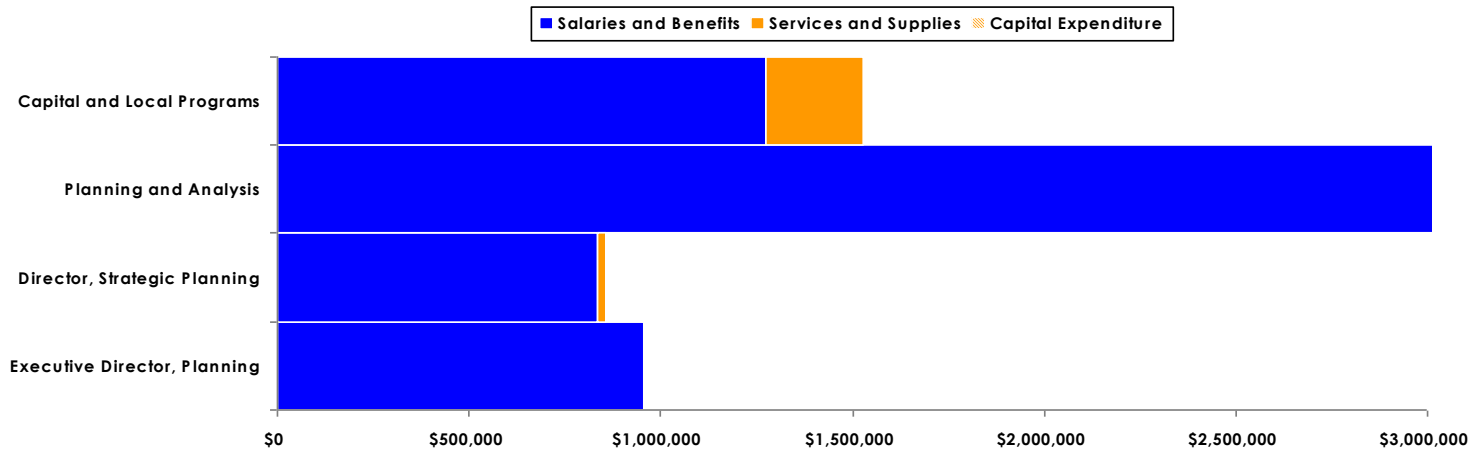
Planning Division Staffing

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Director, Planning</u>			
Administrative Assistant	1	1	1
Department Manager	1	1	1
Executive Director	1	1	1
Program Management Analyst	1	1	2
Executive Director, Planning	4	4	5
<u>Director, Strategic Planning</u>			
Administrative Assistant	1	1	1
Director	1	1	1
Project Manager	1	1	1
Strategic Plan Officer	0	1	1
Director, Strategic Planning	3	4	4
<u>Planning and Analysis</u>			
Department Manager	1	1	1
Program Manager	0	0	1
Project Manager	3	3	3
Section Manager	4	4	3
Transportation Analyst	13	13	13
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
Capital and Local Programs	9	9	9
Total Planning	37	38	39

Planning Division Expense by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	2,822,938	3,257,872	3,385,685
7150 Extra Help Employees	90,745	178,000	151,795
7209 Deferred Compensation	44,376	37,149	50,854
7210 Pensions	952,820	1,213,869	1,347,379
7220 Insurances	87,560	94,263	98,903
7240 Health Care	443,558	504,892	529,704
7260 Compensated Absences	306,044	451,232	482,784
7270 Workers' Compensation	82,823	79,728	106,452
7280 Other Benefits	155,705	213,523	209,150
Subtotal Salaries and Benefits	\$ 4,986,569	\$ 6,030,528	\$ 6,362,706
Services and Supplies			
7510 Professional Services	1,537,699	1,972,000	3,717,076
7650 Travel, Training, and Mileage	22,119	45,652	43,027
7660 Office Expense	7,398	17,168	13,615
7670 Miscellaneous Expense	12,309	17,627	16,375
7790 Other Materials and Supplies	0	50,000	0
7830 Contributions to Other Agencies	0	65,000	70,000
Subtotal Services and Supplies	\$ 1,579,525	\$ 2,167,447	\$ 3,860,093
Total Uses	\$ 6,566,094	\$ 8,197,975	\$ 10,222,799

Division Expenses by Department and Major Object





Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director, Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	417,119	447,560	503,113
7150 Extra Help Employees	16,990	34,000	14,000
7209 Deferred Compensation	13,860	11,542	17,554
7210 Pensions	128,335	169,305	201,973
7220 Insurances	12,625	13,402	14,949
7240 Health Care	55,111	65,903	77,577
7260 Compensated Absences	36,743	62,009	71,743
7270 Workers' Compensation	12,664	10,123	17,641
7280 Other Benefits	43,744	33,768	35,593
Subtotal Salaries and Benefits	\$ 737,191	\$ 847,612	\$ 954,143
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,984	400	621
7660 Office Expense	642	250	250
7670 Miscellaneous Expense	6,781	2,460	2,270
Subtotal Services and Supplies	\$ 9,407	\$ 3,110	\$ 3,141
Executive Director, Planning Total	\$ 746,598	\$ 850,722	\$ 957,284

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 Measure M Program Management Office (PMO)

ensures seamless, effective, inter-divisional communications and compliance with the goals and requirements necessary to ensure successful delivery of the M2 Investment Plan and Ordinance No. 3. In addition, the PMO coordinates actions related to the closeout of Measure M1 projects and programs. While multiple organizational units within OCTA carry

out the various activities related to M2 including finance, delivery, and accountability, the PMO is charged with the responsibility to assess, facilitate, and provide direction as needed to ensure OCTA is successful in meeting the expectations of the public.

Director, Strategic Planning

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 also recommends direction, plans, and monitors the implementation of the OCTA Strategic Plan, as well as supporting the development and implementation of Board of Directors (Board) Chairman Initiatives and CEO Initiatives and Action Plan.

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.
- Working with 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.
- Ensuring regional (multi-county) plans are consistent with OCTA policies and priorities.
- Coordinating with the Orange County Council of Governments and SCAG on the Sustainable Communities Strategy and other regional issues.
- Preparing conceptual engineering and planning studies - including the California Department of

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Director, Strategic Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	269,259	453,684	458,885
7150 Extra Help Employees	0	15,000	12,800
7209 Deferred Compensation	10,047	10,610	13,460
7210 Pensions	56,170	170,290	184,485
7220 Insurances	7,692	13,565	13,527
7240 Health Care	36,295	40,726	42,468
7260 Compensated Absences	30,660	62,855	65,435
7270 Workers' Compensation	7,815	13,991	11,924
7280 Other Benefits	19,468	34,104	33,272
Subtotal Salaries and Benefits	\$ 437,406	\$ 814,825	\$ 836,256
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,377	6,885	9,730
7660 Office Expense	6,463	10,650	10,825
7670 Miscellaneous Expense	722	1,050	930
Subtotal Services and Supplies	\$ 8,562	\$ 18,585	\$ 21,485
Director, Strategic Planning Total	\$ 445,968	\$ 833,410	\$ 857,741

Planning and Analysis

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,556,274	1,732,719	1,769,479
7150 Extra Help Employees	27,496	59,000	61,000
7209 Deferred Compensation	15,645	14,084	16,192
7210 Pensions	565,053	641,741	700,139
7220 Insurances	47,125	49,507	51,468
7240 Health Care	258,140	291,410	289,674
7260 Compensated Absences	174,386	240,066	252,320
7270 Workers' Compensation	44,540	39,390	53,060
7280 Other Benefits	55,669	108,360	102,901
Subtotal Salaries and Benefits	\$ 2,744,328	\$ 3,176,277	\$ 3,296,233
<u>Services and Supplies</u>			
7510 Professional Services	1,330,252	1,737,000	3,483,076
7650 Travel, Training, and Mileage	12,188	24,249	19,835
7660 Office Expense	0	4,468	1,500
7670 Miscellaneous Expense	4,145	9,987	10,215
7790 Other Materials and Supplies	0	50,000	0
7830 Contributions to Other Agencies	0	65,000	70,000
Subtotal Services and Supplies	\$ 1,346,585	\$ 1,890,704	\$ 3,584,626
Planning and Analysis Total	\$ 4,090,913	\$ 5,066,981	\$ 6,880,859

Transportation's Project Study Report/Project Development Support 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 that accommodates the needs of all users.
- 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 OCTA's policies, programs, and projects are incorporated into local, state, and regional planning activities.

The **Transit and Non-Motorized Planning Section** develops plans and strategies for near-term transit service improvements as well as regional bikeway and pedestrian 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 and beginning in fiscal year (FY) 2014-15, this Section has begun analysis of regional pedestrian issues. The Section also prepares the related corridor planning, 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 and pedestrian stakeholders; and local jurisdictions.

The **Project Development and Environmental Programs Section** leads the implementation of the M2 Freeway Environmental Mitigation Program and Environmental Cleanup Program. This Section also prepares conceptual engineering and planning studies and provides technical environmental expertise and support services to the other OCTA divisions to comply with state and federal environmental laws.

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 acquisitions and habitat restoration of open-space properties that possess habitats similar to those impacted by the freeway projects. These efforts are conducted in collaboration with state and federal resources. This Section also oversees

Capital and Local Programs

the M2 Environmental Cleanup Program to supplement efforts that address impacts of urban runoff on the water quality of Orange County's coast, bays, and waterways.

The Strategic Initiatives Section develops and oversees the OCTA Strategic Plan, the annual Board Initiatives, as well as the annual CEO Initiatives and Action Plan. The Section works with all OCTA divisions on their annual plans and performance metrics that support OCTA's Strategic Plan, and provides regular reports to management and the Board.

The Regional Modeling and Traffic Operations Section uses analytical 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 Section is also 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 Transit Operation, Marketing and Outreach Departments, and other functional areas by providing timely access to customized technical data and information products.

The State/Federal Funding Programs Section identifies projects through the transportation planning process, and programs state and federal funds to maximize their use to implement highways, rail, bus, road, and active transportation projects. This process leads to a commitment of state and federal transportation funds over a multi-year period to particular projects and phases of implementation. Once funds are committed, the programming function works with the other

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Capital and Local Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	580,286	623,909	654,208
7150 Extra Help Employees	46,259	70,000	63,995
7209 Deferred Compensation	4,824	913	3,648
7210 Pensions	203,262	232,533	260,782
7220 Insurances	20,118	17,789	18,959
7240 Health Care	94,012	106,853	119,985
7260 Compensated Absences	64,255	86,302	93,286
7270 Workers' Compensation	17,804	16,224	23,827
7280 Other Benefits	36,824	37,291	37,384
Subtotal Salaries and Benefits	\$ 1,067,644	\$ 1,191,814	\$ 1,276,074
<u>Services and Supplies</u>			
7510 Professional Services	207,447	235,000	234,000
7650 Travel, Training, and Mileage	6,570	14,118	12,841
7660 Office Expense	293	1,800	1,040
7670 Miscellaneous Expense	661	4,130	2,960
Subtotal Services and Supplies	\$ 214,971	\$ 255,048	\$ 250,841
Capital and Local Programs Total	\$ 1,282,615	\$ 1,446,862	\$ 1,526,915

OCTA divisions 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 plays the lead role in identifying, pursuing, and securing new state and federal funds such as Cap and Trade 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 Local Programs Section develops, implements, and administers the M2 grant programs for streets and roads, Transit Extensions to Metrolink, Community-Based Transit/Circulators, Transit Stop Amenities, and assists in the administration of Water Quality grants. Activities include the commitment of local transportation sales tax funds to competitively-selected projects. Once funds are committed, the Section ensures 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 reviews projects after completion to ensure funds were appropriately expended. Lastly, this Section is responsible for ensuring that local jurisdictions meet eligibility requirements for M2 funding as required by Ordinance No. 3.



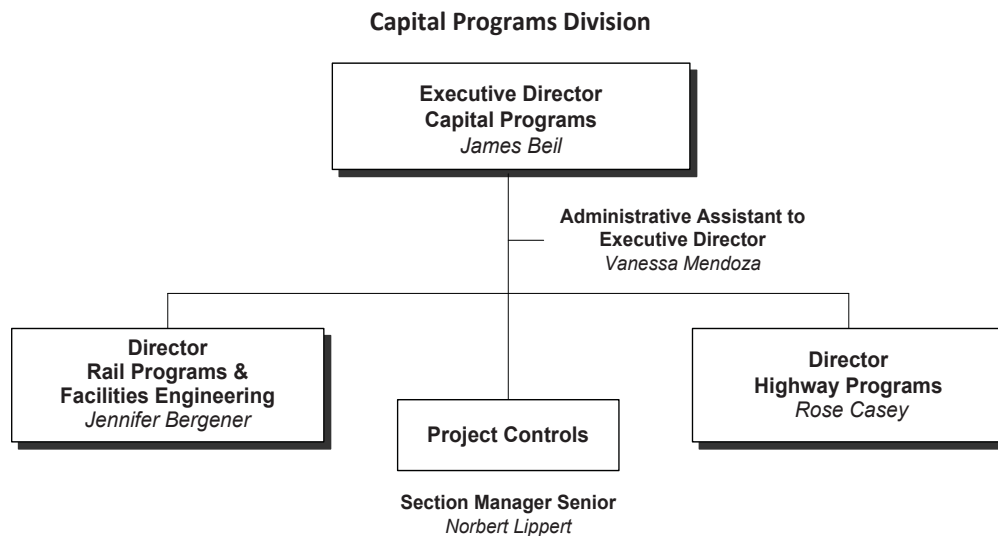


OCTA



Division Overview

Orange County Transportation Authority



Division Overview

The **Capital Programs Division** is responsible for implementing OCTA's highway projects, railroad grade separation projects, rail capital improvement projects, bus and transit facility improvements, and real estate services. The program of projects managed by the division includes Measure M1 and M2 along with other 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 OCTA owned transit and rail right-of-way management and leasing, and 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 2014-15

- Began construction on the project to extend the freeway carpool lanes on Interstate 5 (I-5) from Avenida Pico to Avenida Vista Hermosa, including the reconstruction of the Avenida Pico interchange.
- Began final design on three project segments for the widening of I-5 from State Route 73 to El Toro Road.
- Completed construction of three projects to widen northbound State Route 57 (SR-57) between Katella Avenue and Lambert Road.
- Began preparation of the project report and environmental approval for the widening of State Route 91 (SR-91) from SR-57 to State Route 55 (SR-55).
- Began preparation of the Project Report and environmental approval for the widening of Interstate 405 (I-405) between I-5 and SR-55.
- Completed construction on the two West County Connector projects which add carpool lane connectors between State Route 22 and I-405, and I-405 and Interstate 605 (I-605).
- Complete construction of the landscape replacement on SR-91 from SR-55 to State Route 241.
- Began preparation of the project report and environmental approval for the widening of I-405 between I-5 and SR-55.
- Began preparation of the project report and environmental approval for the addition of a southbound auxiliary lane on I-405 between University Drive and State Route 133.
- Environmental approval was obtained and preliminary design began for the I-405 Improvement Project design-build contract.
- Completed construction of the Sand Canyon Avenue railroad grader separation.
- Completed construction on the Placentia Avenue and Kraemer Boulevard railroad grade separations along the Orangethorpe railroad corridor.

Division Overview (Continued)

- Began preparation of the project report and environmental approval for the 17th Street railroad grade separation.
- Secured the environmental approval and procured a project management consultant for the Santa Ana/Garden Grove fixed guideway project.
- Secured the environmental approval for the Laguna Niguel/San Juan Capistrano railroad passing siding project.
- Completed final design on the Laguna Niguel/Mission Viejo Metrolink station ADA Ramps.
- Began construction of the Golden West Transportation Center parking expansion.
- The City of Anaheim completed construction of the Anaheim Regional Transportation Intermodal Center.

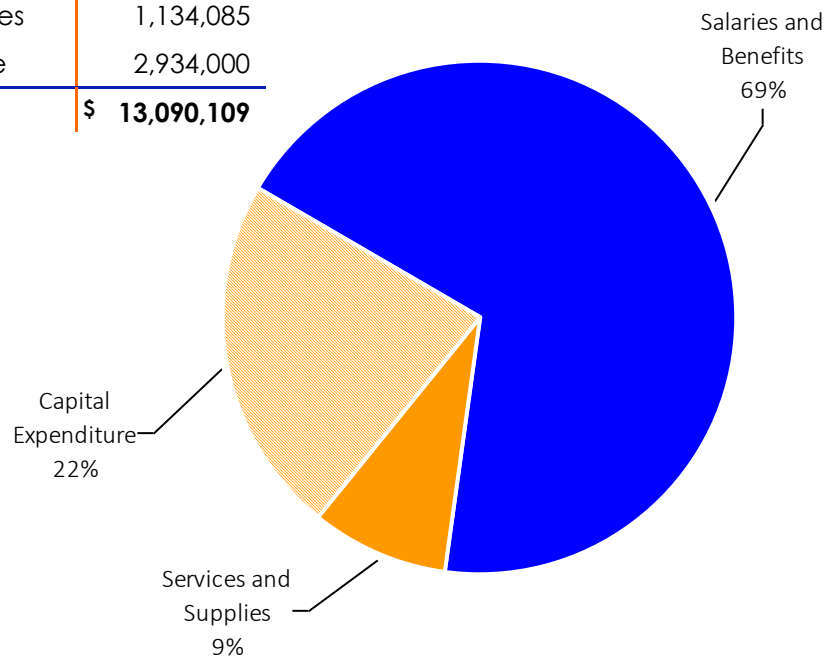
Goals Fiscal Year 2015-16

- Complete the project report and environmental approval for the re-striping of the remaining I-5 carpool lane stripe to allow for continuous carpool lane access.
- Begin preparation of the project report and environmental documentation for the widening of SR-55 between I-5 and SR-91.
- Begin preparation of the project report and environmental documentation for the northbound widening of SR-57 between Orangewood Avenue and Katella Avenue.
- Begin construction on the landscape replacement projects on SR-57 from Katella Avenue to Lambert Road.
- Complete construction on the westbound SR-91 widening from SR-57 to I-5.
- Begin final design on the landscape replacement on westbound SR-91 from SR-57 to I-5.
- Begin construction on the landscape replacement projects for the West County Connectors.
- Begin preparation of the project report and environmental documentation for the I-605 Katella Avenue interchange improvements.
- Complete construction of the Tustin Avenue/Rose Drive railroad grade separation.
- Complete final design of the San Juan Capistrano railroad passing siding project.
- Begin final design on the Santa Ana/Garden Grove fixed guideway project.
- Begin construction on the Placentia Metrolink station.
- Secured the environmental approval, complete final design, and begin construction on the Orange Metrolink station parking expansion.
- Begin construction on the Laguna Niguel/Mission Viejo Metrolink station ADA Ramps project.

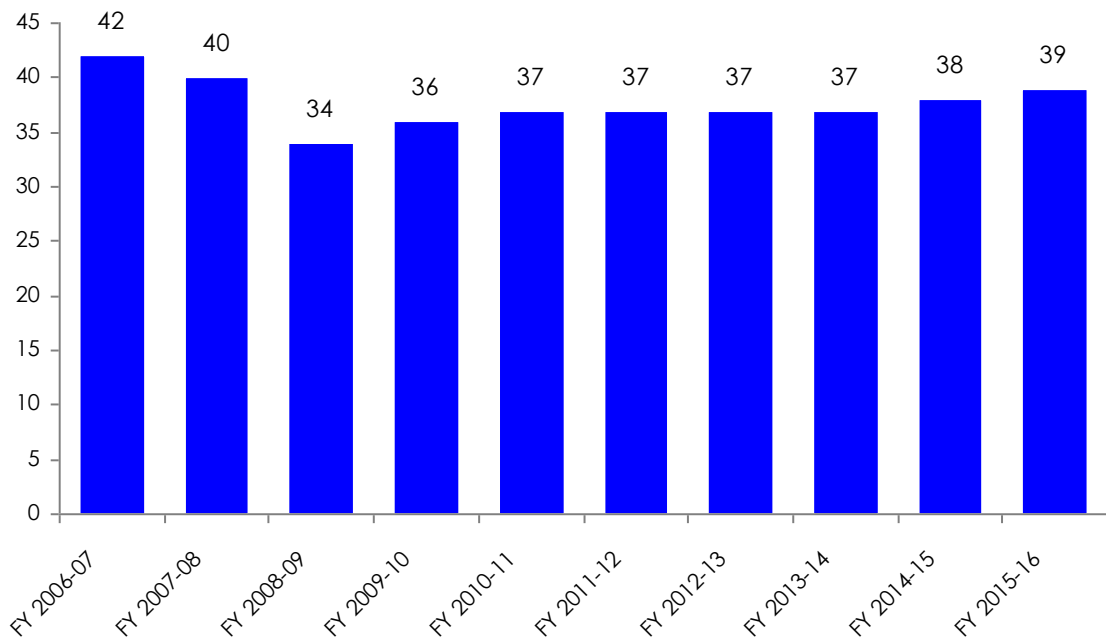


Capital Programs Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 9,022,024
Services and Supplies	1,134,085
Capital Expenditure	2,934,000
Total Uses	\$ 13,090,109



Staffing Plan



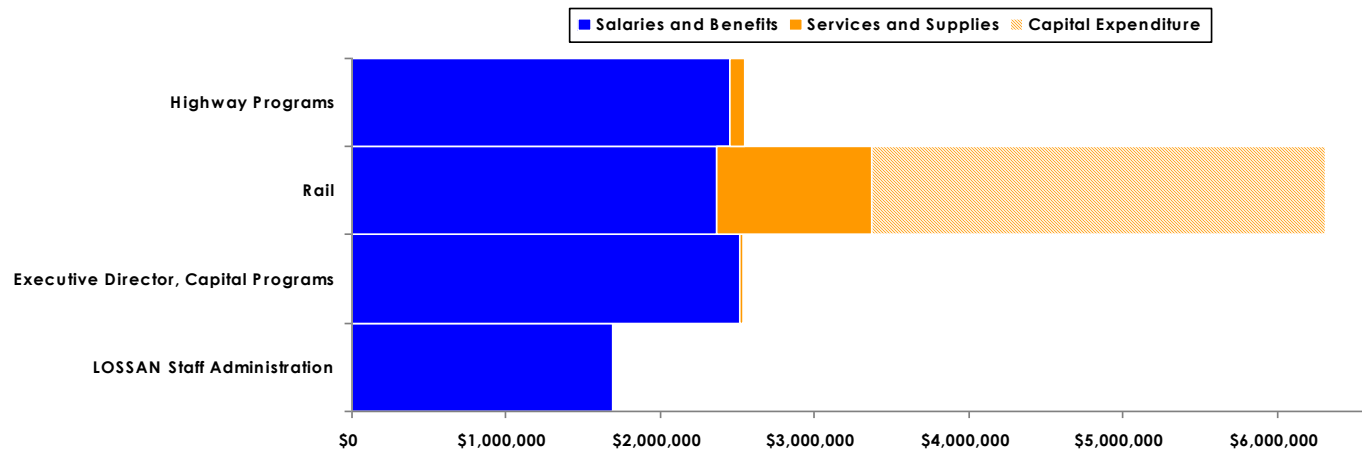
Capital Programs Division Staffing

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>LOSSAN Staff Administration</u>			
Director	0	0	1
LOSSAN Deputy Managing Director	0	0	1
LOSSAN Executive Administrative Assistant	0	0	1
LOSSAN Finance and Administration Mana	0	0	1
LOSSAN Marketing and Communications O	0	0	1
LOSSAN Marketing Specialist	0	0	1
LOSSAN Mechanical Compliance Officer	0	0	1
LOSSAN Operations Compliance and Safet	0	0	1
LOSSAN Transportation Analyst	0	0	1
LOSSAN Staff Administration	0	0	9
<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	4	4	4
Real Property Agent	5	5	5
Executive Director, Capital Programs	14	14	14
<u>Rail</u>			
Civil Engineer	1	1	2
Department Manager	2	2	2
Director	1	1	1
Project Manager	3	3	4
Rail Right-of-Way Administrator	1	1	1
Secretary	1	1	1
Section Manager	1	1	1
Transportation Analyst	1	1	1
Rail	11	11	13
<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
Highway Programs	12	12	12
Total Capital Programs	37	37	48

Capital Programs Division Expenses

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	3,433,282	3,709,265	4,915,537
7150 Extra Help Employees	34,225	70,000	59,000
7209 Deferred Compensation	54,187	67,699	61,073
7210 Pensions	1,281,028	1,380,192	1,948,326
7220 Insurances	100,762	106,780	142,513
7240 Health Care	524,776	567,006	755,077
7260 Compensated Absences	438,677	513,904	700,365
7270 Workers' Compensation	100,077	80,373	150,827
7280 Other Benefits	167,336	236,295	289,306
Subtotal Salaries and Benefits	\$ 6,134,350	\$ 6,731,514	\$ 9,022,024
Services and Supplies			
7510 Professional Services	211,126	445,000	562,500
7610 Outside Services	352,208	525,000	400,000
7650 Travel, Training, and Mileage	23,518	65,772	57,944
7660 Office Expense	10,782	21,538	21,977
7670 Miscellaneous Expense	10,607	13,120	13,773
7690 Leases	27,156	52,156	77,891
7830 Contributions to Other Agencies	123,319	0	0
Subtotal Services and Supplies	\$ 758,716	\$ 1,122,586	\$ 1,134,085
Capital Expenditure			
9020 Capital Exp-Locally Funded	1,733,173	6,195,000	2,934,000
Subtotal Capital Expenditure	\$ 1,733,173	\$ 6,195,000	\$ 2,934,000
Total Uses	\$ 8,626,239	\$ 14,049,100	\$ 13,090,109

Division Expenses by Department and Major Object



Executive Director, Capital Programs

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director, Capital Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,203,918	1,350,489	1,373,177
7150 Extra Help Employees	0	15,000	13,000
7209 Deferred Compensation	14,415	22,794	15,477
7210 Pensions	456,589	501,850	543,497
7220 Insurances	34,660	38,956	40,126
7240 Health Care	192,382	209,716	214,577
7260 Compensated Absences	143,114	187,104	195,241
7270 Workers' Compensation	34,810	29,903	41,040
7280 Other Benefits	71,183	84,410	81,064
Subtotal Salaries and Benefits	\$ 2,151,071	\$ 2,440,222	\$ 2,517,199
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	2,128	14,593	12,505
7660 Office Expense	6,201	7,338	7,986
7670 Miscellaneous Expense	2,056	3,175	2,898
Subtotal Services and Supplies	\$ 10,385	\$ 25,106	\$ 23,389
Executive Director, Capital Programs Total	\$ 2,161,456	\$ 2,465,328	\$ 2,540,588

The **Executive Director of Capital Programs** has the responsibility of ensuring that all of OCTA's highway and rail improvements are delivered in concert with board direction. The Capital Programs Division is organized around three functional areas to carry out its responsibilities and Capital Program's critical tasks through Highway Programs, Rail, and LOSSAN Staff Administration.



Rail

The **Rail Department** is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service that supports and matches the growth and development patterns of the County and region. In addition, the division is responsible for many complementary transit projects and programs such as the development and implementation of an efficient rail transit system using OCTA owned railroad rights of way in Orange County. This includes sustaining existing operations, planned expanded-frequency Metrolink service, local transit connectors, grade separations, grade crossing

safety improvements which allow local agencies to establish railroad quiet zones, and development of key rail stations into gateways to regional rail.

The primary functions of the Rail Department include the following: (1) rail capital project delivery; (2) local initiatives; (3) coordination of the development of high-speed rail in Orange County; (4) rail operations and service planning; (5) transit facility capital projects.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,028,101	1,042,941	1,271,768
7150 Extra Help Employees	22,138	29,000	30,000
7209 Deferred Compensation	20,330	21,094	24,715
7210 Pensions	384,375	388,864	505,718
7220 Insurances	32,349	30,064	36,598
7240 Health Care	142,424	157,032	185,165
7260 Compensated Absences	161,222	144,494	181,348
7270 Workers' Compensation	31,472	23,487	45,987
7280 Other Benefits	68,993	70,410	79,848
Subtotal Salaries and Benefits	\$ 1,891,404	\$ 1,907,386	\$ 2,361,147
<u>Services and Supplies</u>			
7510 Professional Services	116,163	195,000	487,500
7610 Outside Services	352,208	525,000	400,000
7650 Travel, Training, and Mileage	17,405	38,129	35,020
7660 Office Expense	1,448	7,500	8,301
7670 Miscellaneous Expense	5,271	5,695	6,355
7690 Leases	27,156	52,156	77,891
7830 Contributions to Other Agencies	123,319	0	0
Subtotal Services and Supplies	\$ 642,970	\$ 823,480	\$ 1,015,067
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,733,173	6,195,000	2,934,000
Subtotal Capital Expenditure	\$ 1,733,173	\$ 6,195,000	\$ 2,934,000
Rail Total	\$ 4,267,547	\$ 8,925,866	\$ 6,310,214

Highway Programs

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Highway Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,201,263	1,315,835	1,329,499
7150 Extra Help Employees	12,087	26,000	16,000
7209 Deferred Compensation	19,442	23,811	20,881
7210 Pensions	440,064	489,478	527,959
7220 Insurances	33,753	37,760	37,985
7240 Health Care	189,970	200,258	215,335
7260 Compensated Absences	134,341	182,306	189,580
7270 Workers' Compensation	33,795	26,983	39,838
7280 Other Benefits	27,160	81,475	78,982
Subtotal Salaries and Benefits	\$ 2,091,875	\$ 2,383,906	\$ 2,456,059
<u>Services and Supplies</u>			
7510 Professional Services	94,963	250,000	75,000
7650 Travel, Training, and Mileage	3,985	13,050	10,419
7660 Office Expense	3,133	6,700	5,690
7670 Miscellaneous Expense	3,280	4,250	4,520
Subtotal Services and Supplies	\$ 105,361	\$ 274,000	\$ 95,629
Highway Programs Total	\$ 2,197,236	\$ 2,657,906	\$ 2,551,688

The Highway Programs Department has two primary responsibilities: (1) to provide overall management of the program of projects; and (2) to manage the implementation of individual projects.

Program of Projects

Highway Programs is responsible for planning, tracking, and reporting on the implementation of the overall countywide freeway improvement program. The program of projects can also include other major construction projects such as rail grade separation projects and others that are deemed to be regionally significant. This takes the form of consolidated progress and status reports that present information on the currently active projects as well as the program's overall cost and funding status.

Individual Project Management

Highway Programs staff manage the development of individual freeway, rail grade separation and rail station

projects, and monitors work progress to ensure adherence to project budgets and schedules. The group works closely with the Strategic Planning Department on funding requirements, procures and manages the services of private consultants and contractors for services, and coordinates with external and public agencies. Highway Programs also develops and manages cooperative agreements with outside agencies and works closely with OCTA's External Affairs Division.

Day-to-day project management tasks may include, developing scenarios for financing, segmenting corridors into individual projects to fit sequencing and funding plans, sizing projects to encourage competitive construction bids, balancing the use of consultants and Caltrans staff for OCTA's project development and construction management efforts, and balancing construction impacts on the overall freeway system caused

by multiple projects.

Real Property

Highway Programs handles all of OCTA's right-of-way and real property activity, regardless of mode. This includes real estate appraisal and right-of-way acquisition, relocation assistance, property leases, encroachment, and licensing agreements, property and utility management, and maintenance such as weed abatement and graffiti removal. The ongoing maintenance of the Pacific Electric right-of-way which is owned by OCTA, and the interim property management and maintenance of environmental mitigation parcels purchased by OCTA are both performed by this department.

LOSSAN Staff Administration

OCTA was selected to serve as the managing agency for the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) in August 2013. Presently four shared staff positions within the Capital Programs Division provide the administrative management of the Agency. Following execution of the interagency transfer agreement (ITA) between the Agency and the State of California, the Agency will assume full administrative responsibility for the Pacific Surfliner intercity rail service. The Agency will then transition to be administered by nine dedicated OCTA staff. These positions are funded through the ITA with the State of California.



The Agency is a joint powers authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination and safety on the coastal rail corridor between San Diego, Los Angeles and San Luis Obispo. It is governed by a 11-member Board of Directors composed of elected officials representing rail owners, operators, and planning agencies along the rail corridor. The 351-mile LOSSAN rail corridor travels through a six-county coastal region in

Southern California and is the second busiest intercity passenger rail corridor in the United States. The LOSSAN corridor includes 41 stations and more than 150 daily passenger trains, with an annual ridership of more than 2.7 million on Amtrak operated Pacific Surfliner intercity trains and 4.5 million on Metrolink and COASTER commuter trains.

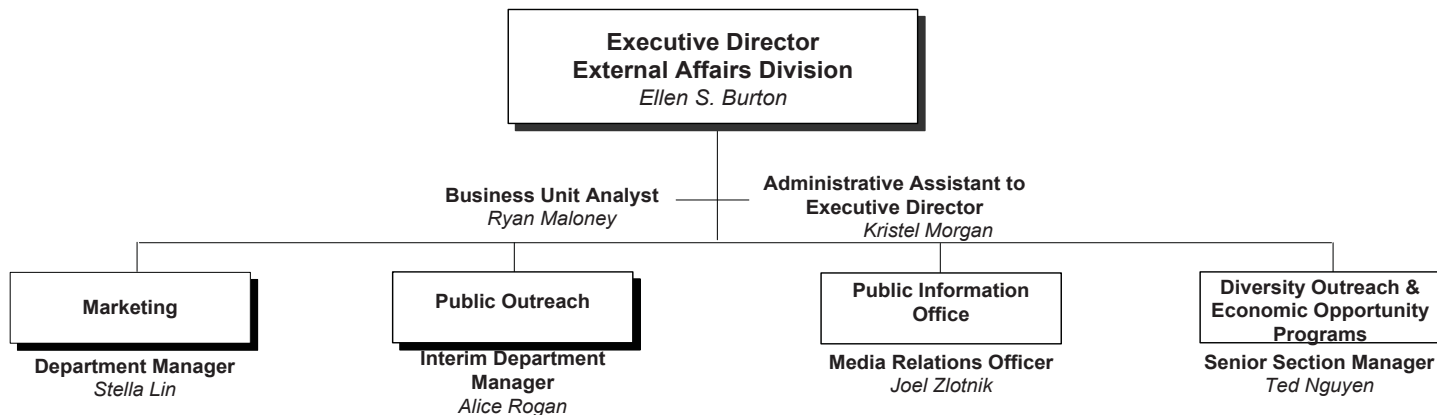
Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
LOSSAN Staff Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	0	941,093
7210 Pensions	0	0	371,152
7220 Insurances	0	0	27,804
7240 Health Care	0	0	140,000
7260 Compensated Absences	0	0	134,196
7270 Workers' Compensation	0	0	23,962
7280 Other Benefits	0	0	49,412
Subtotal Salaries and Benefits	\$ 0	\$ 0	\$ 1,687,619
LOSSAN Staff Administration Total	\$ 0	\$ 0	\$ 1,687,619



Division Organizational Chart

Orange County Transportation Authority

External Affairs Division



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.

Accomplishments Fiscal Year 2014-15

- Successfully provided capital outreach and public awareness programs for more than \$1.4 billion worth of capital projects. Key outreach activities included the successful completion of the SR-57 Northbound Improvement Project and the West County Connectors Project. Public outreach also supported new projects in breaking ground on two I-5 segments (San Juan Creek Road to Pacific Coast Highway and Pacific Coast Highway to Avenida Vista Hermosa) and ongoing support of five OC Bridges projects in active construction.
- Completed the 2014 Long-Range Transportation Plan (LRTP) to support a comprehensive slate of long-range transportation improvements for the county.
- Funded by the Mobile Source Air Pollution Reduction Review Committee, the OC Fair Express ridership increased 31 percent to 77,000 trips during the summer of 2014. Utilizing new technology, the OC Fair Express Mobile Ticketing app allowed riders to directly purchase passes using their smart phone.
- In cooperation with other divisions and external agencies, OCTA launched a "Be The One" campaign in August to alert bus riders about human trafficking and to give riders and potential victims a phone number to call for help. A 40 foot bus was wrapped in a full "Be The One" campaign advertisement and buses throughout the county displayed interior cards with the National Human Trafficking Hotline.
- A number of incentives helped increase sales of the Summer Youth Pass by 13 percent, with 64 percent of sales transactions taking place at retail outlets. Customer engagement efforts included customer roundtables and the creation of an OCTA "Teen Council" in order to better respond to millennial customers.
- Introduced new riders and increased overall ridership on Metrolink with special service such as the Angels Express and promoted service to local community events. In its fourth year, more than 43,000 trips were taken on the Angels Express – an increase of more than 25 percent from the previous season.

Division Overview (Continued)

- Summer weekend ridership on Metrolink increased by 14 percent compared to the previous year due in part to OCTA's Metrolink Summer Treasures and Adventure series promotions.
- Collaborated with local officials, law enforcement and advocates on a bike safety workshop and unveiled a "Be Bike Smart" public education program and a popular "Three Feet for Safety" public service announcement. Active transportation outreach and education efforts supported several planning studies to facilitate the implementation of the OC Bikeway Strategy.
- Hosted the 2014 Business Expo and seminar sessions to help small businesses learn how to do business with local agencies. More than 600 participants and 100 exhibitors attended the Business Expo in 2014.

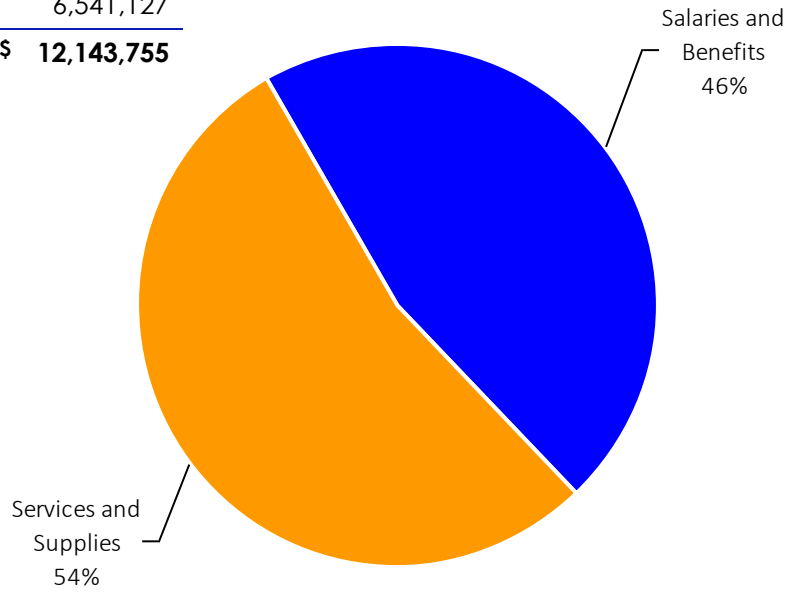
Goals Fiscal Year 2015-16

- 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.
- 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, rail services, and active transportation options 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 bicycle safety and awareness education, growing new station van programs and increasing 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.

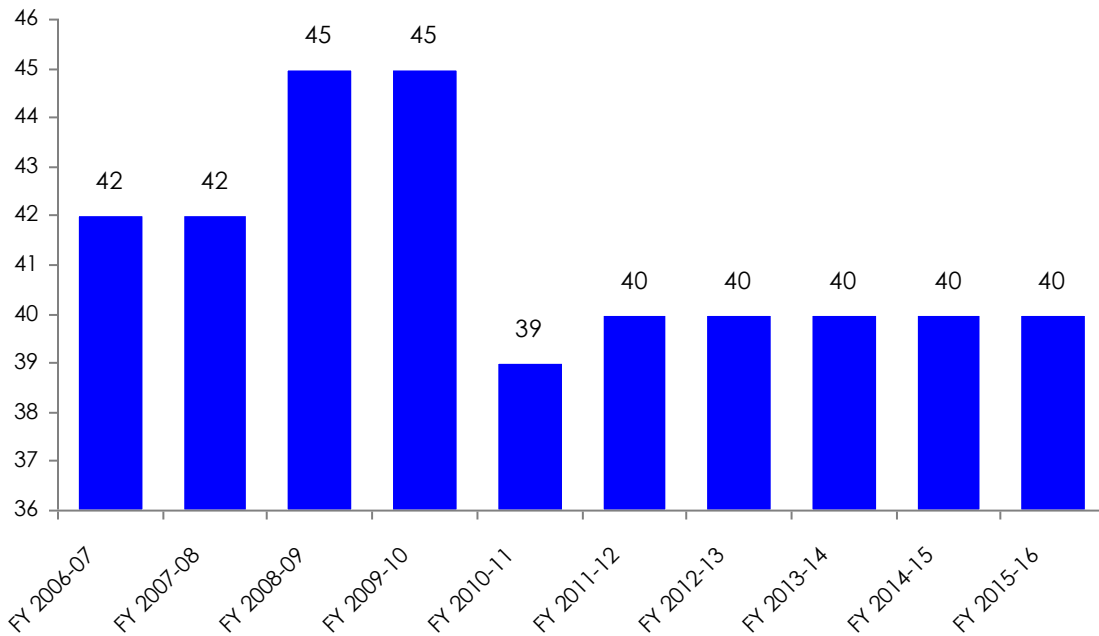


External Affairs Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 5,602,628
Services and Supplies	6,541,127
Total Uses	\$ 12,143,755



Staffing Plan



External Affairs Division Staffing

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Executive Director, External Affairs</u>			
Administrative Assistant	1	1	1
Business Unit Analyst	1	1	1
Executive Director	1	1	1
Executive Director, External Affairs	3	3	3
<u>Marketing & Customer Engagement</u>			
Department Manager	1	1	1
External Affairs Administrator	1	1	1
Marketing Program Administrator	2	1	1
Marketing Specialist	0	2	2
Public Information Specialist	2	2	4
Section Manager	2	1	2
Web Data Analyst	1	0	0
Web Developer	2	2	2
Marketing & Customer Engagement	11	10	13
<u>OCTD Marketing</u>			
Customer Relations Representative	3	3	1
Customer Relations Specialist	2	2	2
Marketing Specialist	2	2	2
Section Manager	1	1	1
OCTD Marketing	8	8	6
<u>Public Outreach</u>			
Community Relations Officer	2	2	4
Community Relations Specialist	4	4	3
Department Manager	1	1	1
Marketing Program Administrator	0	0	1
Media Relations	3	2	1
Section Manager	0	1	1
Public Outreach	10	10	11
Total External Affairs	40	40	40

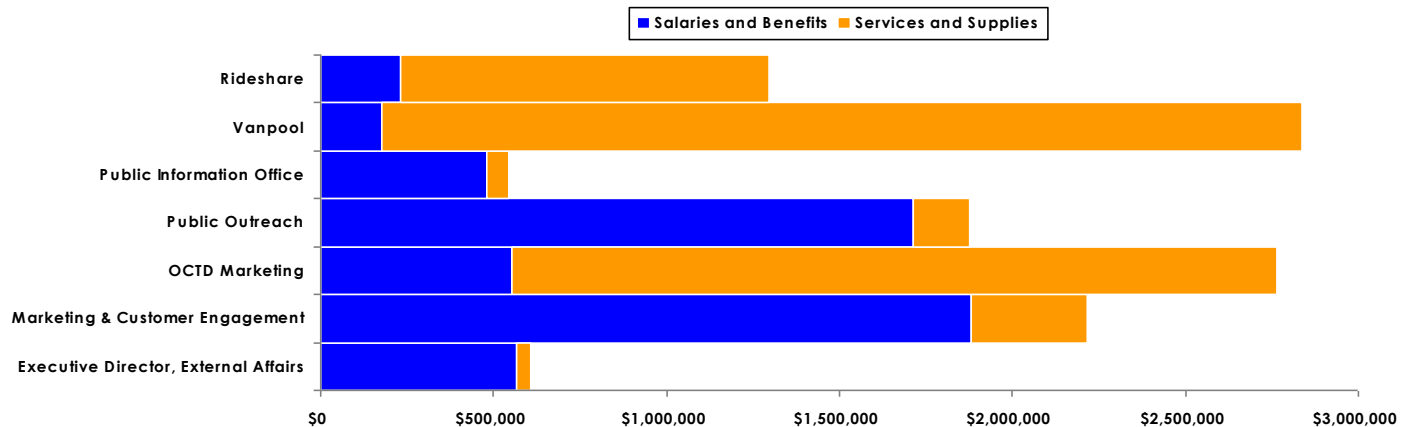
External Affairs Division Staffing (Continued)

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Public Information Office</u>			
Community Relations Specialist	0	0	1
Section Manager	0	0	1
Strategic Communications Coordinator	0	0	1
Public Information Office	0	0	3
<u>Vanpool</u>			
Marketing Program Administrator	1	0	0
Marketing Specialist	1	1	1
Office Specialist	1	1	1
Vanpool	3	2	2
<u>Rideshare</u>			
Marketing Program Administrator	0	1	1
Marketing Specialist	1	0	0
Section Manager	0	1	0
Strategic Communications Coordinator	0	1	1
Rideshare	1	3	2
<u>Strategic Communications</u>			
Community Relations Officer	1	1	0
Marketing Program Administrator	0	1	0
Section Manager	1	1	0
Strategic Communications Coordinator	2	1	0
Strategic Communications	4	4	0
Total External Affairs	40	40	40

External Affairs Division Expenses

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,537,232	2,860,312	2,937,922
7150 Extra Help Employees	109,174	153,400	153,400
7209 Deferred Compensation	42,755	43,841	47,349
7210 Pensions	927,582	1,058,767	1,156,012
7220 Insurances	85,008	82,915	84,461
7240 Health Care	497,461	597,762	550,902
7260 Compensated Absences	350,973	394,205	414,803
7270 Workers' Compensation	75,736	69,490	92,473
7280 Other Benefits	98,837	172,032	165,306
Subtotal Salaries and Benefits	\$ 4,724,758	\$ 5,432,724	\$ 5,602,628
<u>Services and Supplies</u>			
7310 Contract Transportation	1,997,623	2,663,326	2,410,322
7510 Professional Services	2,512,135	3,430,000	3,402,000
7610 Outside Services	265,102	241,500	180,000
7630 Advertising Fees	86,986	102,000	230,000
7650 Travel, Training, and Mileage	14,825	23,987	21,520
7660 Office Expense	193,016	216,500	220,577
7670 Miscellaneous Expense	11,601	27,387	34,708
7750 Maintenance Expense	2,667	5,000	2,000
7790 Other Materials and Supplies	8,469	10,000	10,000
7830 Contributions to Other Agencies	29,840	30,000	30,000
Subtotal Services and Supplies	\$ 5,122,264	\$ 6,749,700	\$ 6,541,127
Total Uses	\$ 9,847,022	\$ 12,182,424	\$ 12,143,755

Division Expenses by Department and Major Object



Executive Director, External Affairs

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 department, public outreach department, public information office, and diversity and economic opportunity outreach sections. The roles and responsibilities of the various work units within the division are summarized on the following pages.



Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Executive Director, External Affairs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	285,906	299,089	305,866
7209 Deferred Compensation	9,811	9,258	10,538
7210 Pensions	102,799	112,861	121,685
7220 Insurances	8,520	8,929	8,932
7240 Health Care	53,256	49,862	43,503
7260 Compensated Absences	37,850	41,299	42,904
7270 Workers' Compensation	8,491	7,832	10,008
7280 Other Benefits	21,178	25,563	24,976
Subtotal Salaries and Benefits	\$ 527,811	\$ 554,693	\$ 568,412
<u>Services and Supplies</u>			
7610 Outside Services	2,105	0	0
7650 Travel, Training, and Mileage	1,208	1,384	1,244
7660 Office Expense	15,602	24,000	28,577
7670 Miscellaneous Expense	484	10,140	9,840
Subtotal Services and Supplies	\$ 19,399	\$ 35,524	\$ 39,661
Executive Director, External Affairs Total	\$ 547,210	\$ 590,217	\$ 608,073

Marketing

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, eBusBook 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 and 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 690,000 calls per year. This section administers OCTA's pass sales program which includes 179 retail outlets and more than 80 social service agencies. Staff also gathers customer feedback

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Marketing & Customer Engagement			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	820,997	750,059	980,535
7150 Extra Help Employees	32,377	42,000	42,000
7209 Deferred Compensation	13,314	12,922	16,897
7210 Pensions	296,379	276,198	384,337
7220 Insurances	26,042	21,558	28,068
7240 Health Care	187,894	177,842	204,351
7260 Compensated Absences	94,352	103,085	138,396
7270 Workers' Compensation	23,950	21,590	33,366
7280 Other Benefits	34,731	45,008	50,955
Subtotal Salaries and Benefits	\$ 1,530,036	\$ 1,450,262	\$ 1,878,905
<u>Services and Supplies</u>			
7510 Professional Services	65,099	175,000	275,000
7630 Advertising Fees	21,000	30,000	30,000
7650 Travel, Training, and Mileage	4,446	7,760	6,175
7660 Office Expense	13,067	15,000	18,000
7670 Miscellaneous Expense	2,727	2,366	4,678
7790 Other Materials and Supplies	3,887	5,000	5,000
Subtotal Services and Supplies	\$ 110,226	\$ 235,126	\$ 338,853
Marketing & Customer Engagement Total	\$ 1,640,262	\$ 1,685,388	\$ 2,217,758

OCTD Marketing

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
OCTD Marketing			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	304,078	379,480	304,176
7209 Deferred Compensation	3,235	3,384	2,605
7210 Pensions	104,137	138,216	116,018
7220 Insurances	11,118	11,318	8,830
7240 Health Care	48,204	87,152	55,292
7260 Compensated Absences	41,268	51,883	41,948
7270 Workers' Compensation	8,613	7,544	7,616
7280 Other Benefits	6,616	21,266	16,645
Subtotal Salaries and Benefits	\$ 527,269	\$ 700,243	\$ 553,130
<u>Services and Supplies</u>			
7510 Professional Services	1,701,144	1,759,720	1,812,000
7610 Outside Services	75,548	99,500	89,500
7630 Advertising Fees	65,986	70,000	130,000
7650 Travel, Training, and Mileage	1,143	3,744	2,938
7660 Office Expense	161,604	170,500	170,500
7670 Miscellaneous Expense	43	830	1,235
7750 Maintenance Expense	2,667	5,000	2,000
7790 Other Materials and Supplies	4,504	5,000	5,000
Subtotal Services and Supplies	\$ 2,012,639	\$ 2,114,294	\$ 2,213,173
OCTD Marketing Total	\$ 2,539,908	\$ 2,814,537	\$ 2,766,303

through customer roundtables and the Special Needs in Transit Advisory committee.

Digital Communications and Creative Services staff provide technical expertise and tools to support OCTA communication and marketing goals. Staff provides 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.



Public Outreach

The **Public Outreach Department** focuses on public communications in support of all phases of capital project development and construction to support the Measure M M2020 plan. Staff implements public outreach and involvement programs to inform and advance the development of transportation projects, working 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. This section handles Measure M reporting, public

awareness assessments, Citizen / Other committee staffing (Taxpayers Oversight, Citizen Advisory, and Environmental / Water Quality committees), transportation planning study outreach, and customer and constituent research.

The Diversity and Economic Opportunity Outreach provides outreach support and expertise for OCTA's procurement process, including compliance with Disadvantaged Business Enterprise regulations and new vendor orientation. Staff assists other departments and OCTA divisions in order to communicate effectively to the diverse stakeholder audiences and customers of OCTA's programs and services.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	707,355	810,418	876,811
7150 Extra Help Employees	47,706	69,400	69,000
7209 Deferred Compensation	10,433	11,625	12,324
7210 Pensions	268,857	300,984	346,810
7220 Insurances	23,306	23,326	24,936
7240 Health Care	127,831	153,372	184,573
7260 Compensated Absences	112,172	112,005	124,457
7270 Workers' Compensation	21,693	20,121	28,132
7280 Other Benefits	20,426	46,071	48,024
Subtotal Salaries and Benefits	\$ 1,339,779	\$ 1,547,322	\$ 1,715,067
<u>Services and Supplies</u>			
7510 Professional Services	35,000	15,000	105,000
7610 Outside Services	179,473	110,500	25,500
7630 Advertising Fees	0	2,000	0
7650 Travel, Training, and Mileage	6,542	7,395	9,113
7660 Office Expense	2,439	3,500	3,500
7670 Miscellaneous Expense	6,262	10,082	18,210
Subtotal Services and Supplies	\$ 229,716	\$ 148,477	\$ 161,323
Public Outreach Total	\$ 1,569,495	\$ 1,695,799	\$ 1,876,390

Public Information Office

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Public Information Office			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	0	254,994
7150 Extra Help Employees	0	0	28,400
7209 Deferred Compensation	0	0	3,984
7210 Pensions	0	0	101,631
7220 Insurances	0	0	7,373
7240 Health Care	0	0	25,289
7260 Compensated Absences	0	0	36,362
7270 Workers' Compensation	0	0	7,861
7280 Other Benefits	0	0	13,388
Subtotal Salaries and Benefits	\$ 0	\$ 0	\$ 479,282
<u>Services and Supplies</u>			
7510 Professional Services	0	0	10,000
7610 Outside Services	0	0	50,000
7650 Travel, Training, and Mileage	0	0	2,050
7670 Miscellaneous Expense	0	0	745
Subtotal Services and Supplies	\$ 0	\$ 0	\$ 62,795
Public Information Office Total	\$ 0	\$ 0	\$ 542,077
OCTD Customer Relations			
<u>Services and Supplies</u>			
7790 Other Materials and Supplies	32	0	0
Subtotal Services and Supplies	\$ 32	\$ 0	\$ 0
OCTD Customer Relations Total	\$ 32	\$ 0	\$ 0

The **Public Information Office** section 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 consistent, clear and fair 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 public information office is responsible for OCTA speaker's bureau, corporate communications such as annual reports, Board Briefing Book, and factsheets.

Vanpool/Rideshare

The Transportation Demand Management Marketing staff conduct community outreach and provides rideshare services to employers, employees, and colleges

to encourage usage of alternatives to single occupant vehicle travel. This includes increasing awareness of active transportation options,

including safety and education programs. In addition, staff markets and administers OCTA's growing vanpool and station van programs.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Vanpool			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	83,403	100,320	89,374
7209 Deferred Compensation	829	495	593
7210 Pensions	33,001	37,026	35,248
7220 Insurances	4,275	2,860	2,591
7240 Health Care	15,433	28,498	28,164
7260 Compensated Absences	19,285	13,897	12,746
7270 Workers' Compensation	2,649	3,187	2,082
7280 Other Benefits	4,952	5,553	4,693
Subtotal Salaries and Benefits	\$ 163,827	\$ 191,836	\$ 175,491
<u>Services and Supplies</u>			
7310 Contract Transportation	1,997,623	2,663,326	2,410,322
7510 Professional Services	59,068	200,000	250,000
7660 Office Expense	19	0	0
Subtotal Services and Supplies	\$ 2,056,710	\$ 2,863,326	\$ 2,660,322
Vanpool Total	\$ 2,220,537	\$ 3,055,162	\$ 2,835,813
Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Rideshare			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	39,434	209,885	126,166
7150 Extra Help Employees	12,543	14,000	14,000
7209 Deferred Compensation	190	992	408
7210 Pensions	13,360	77,991	50,283
7220 Insurances	2,187	6,088	3,731
7240 Health Care	6,491	36,024	9,730
7260 Compensated Absences	3,103	29,078	17,990
7270 Workers' Compensation	1,446	1,420	3,408
7280 Other Benefits	3,654	11,513	6,625
Subtotal Salaries and Benefits	\$ 82,408	\$ 386,991	\$ 232,341
<u>Services and Supplies</u>			
7510 Professional Services	598,790	1,230,280	950,000
7610 Outside Services	4,814	15,000	15,000
7630 Advertising Fees	0	0	70,000
7670 Miscellaneous Expense	0	360	0
7830 Contributions to Other Agencies	29,840	30,000	30,000
Subtotal Services and Supplies	\$ 633,444	\$ 1,275,640	\$ 1,065,000
Rideshare Total	\$ 715,852	\$ 1,662,631	\$ 1,297,341

Strategic Communications



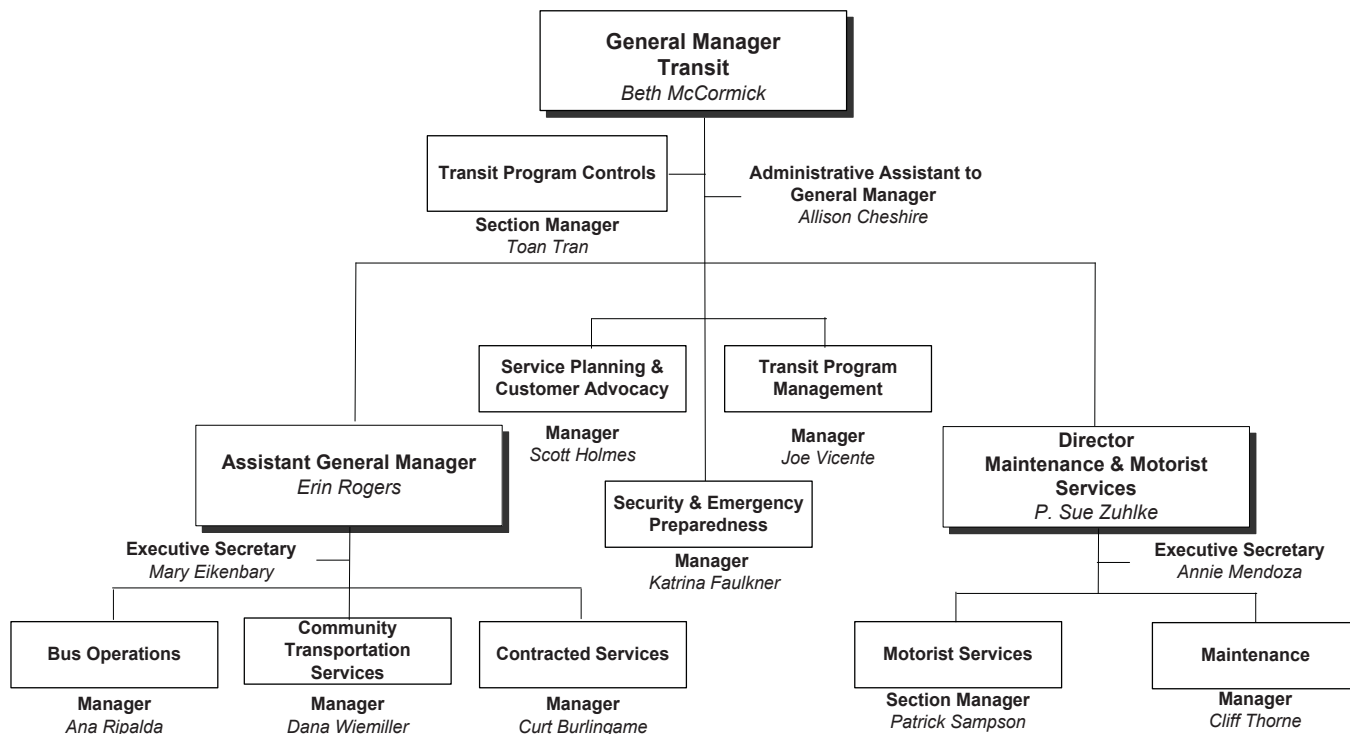
Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Strategic Communications			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	296,059	311,061	0
7150 Extra Help Employees	16,548	28,000	0
7209 Deferred Compensation	4,943	5,165	0
7210 Pensions	109,049	115,491	0
7220 Insurances	9,560	8,836	0
7240 Health Care	58,352	65,012	0
7260 Compensated Absences	42,943	42,958	0
7270 Workers' Compensation	8,894	7,796	0
7280 Other Benefits	7,280	17,058	0
Subtotal Salaries and Benefits	\$ 553,628	\$ 601,377	\$ 0
<u>Services and Supplies</u>			
7510 Professional Services	53,034	50,000	0
7610 Outside Services	3,162	16,500	0
7650 Travel, Training, and Mileage	1,486	3,704	0
7660 Office Expense	285	3,500	0
7670 Miscellaneous Expense	2,085	3,609	0
7790 Other Materials and Supplies	46	0	0
Subtotal Services and Supplies	\$ 60,098	\$ 77,313	\$ 0
Strategic Communications Total	\$ 613,726	\$ 678,690	\$ 0



Division Organization Chart

Orange County Transportation Authority

Transit Division



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.

Accomplishments Fiscal Year 2014-15

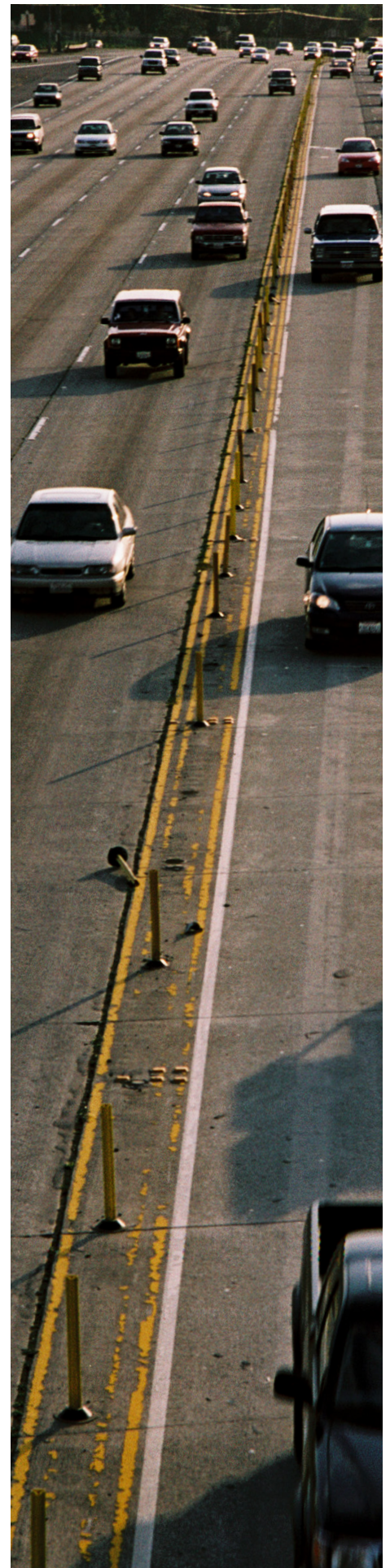
- Successfully transitioned an additional 5.8 percent of fixed-route service from directly-operated fixed route to contracted operations reaching 33.6 percent of total bus service to maintain financial sustainability.
- Implemented three service change programs and successfully received Board approval for the use of service reallocation strategies in response to static resource levels.
- Procured a new agreement for the provision of Contracted Fixed Route service.

Division Overview (Continued)

- Completed vehicle acceptance on 99 ACCESS vehicles and 14 32-foot vehicles and awarded agreements for the replacement of 202 40-foot CNG buses and 16 60-foot CNG buses.
- Implementation of Project V La Habra Express service.
- Implementation of weekend BRAVO! service.
- Completed acceptance testing for the Intelligent Transit Management System (ITMS) radio upgrade.
- Delivered a mobile ticketing solution for the 2014 OC Fair Express and provided enhanced service to the OC Fair, setting a new ridership record.
- Completed the update of the Public Transit-Human Services Transportation Coordination Plan.
- Developed a new cooperative agreement with the California Highway Patrol to support the SAFE Program.

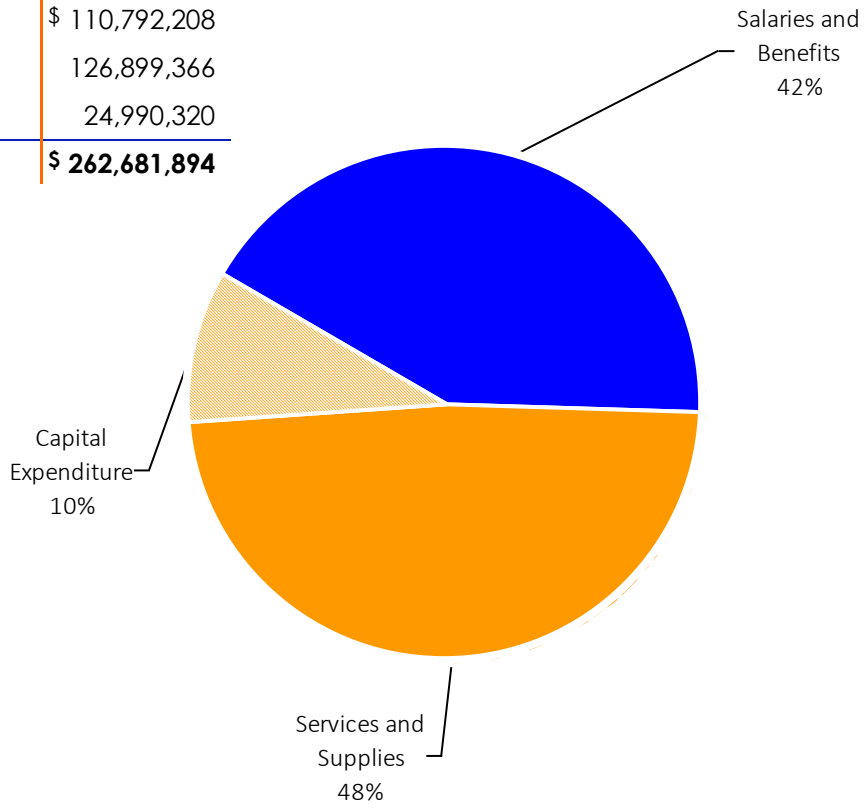
Goals Fiscal Year 2015-16

- Continue service transition to contractor to maintain financial sustainability.
- Implement a new agreement for Contracted Fixed Route service in June 2015.
- Continue the procurement, delivery and acceptance of new revenue vehicle purchases to replace aging rolling stock.
- Repower the remaining 189 New Flyer CNG powered buses.
- Offer a mobile ticketing solution for the OC Fair Express, College Passes and the Express services.
- Develop and implement three service change programs emphasizing service reallocation strategies.
- Complete a planning study to develop a comprehensive Mobility Management Program for special needs transportation information and resources.
- Initiate and complete the procurement process to award a new contract for ACCESS eligibility certification services.
- In coordination with Caltrans, install 511 program signs along Orange County freeways and/or freeway on-ramps.
- Review and update OCTAP regulations, begin outreach with cities to have new regulations approved by each City council.

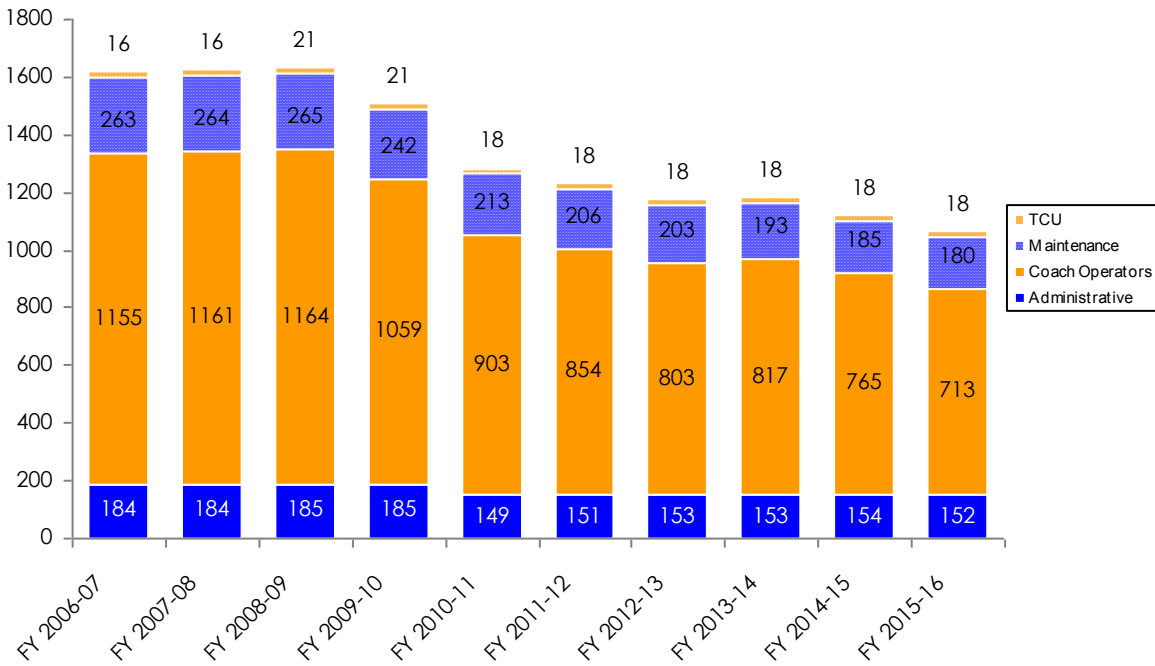


Transit Division Expenses and Staffing

FY 2015-16	Amount
Salaries and Benefits	\$ 110,792,208
Services and Supplies	126,899,366
Capital Expenditure	24,990,320
Total Uses	\$ 262,681,894



Staffing Plan





Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>O.C. Taxicab Administration Program</u>			
Code Administrator	2	3	2
OCTAP Administrator	1	1	1
Office Specialist	1	1	1
O.C. Taxicab Administration Program	4	5	4
<u>Motorist Services</u>			
Business Unit Analyst	1	1	1
Department Manager	0	0	1
Director	1	1	1
Secretary	0	0	1
Section Manager	1	1	0
Motorist Services	3	3	4
<u>General Manager Transit</u>			
Administrative Assistant	1	1	1
Assistant General Manager	1	1	1
Business Unit Analyst	1	1	1
General Manager	1	1	1
Section Manager	1	1	1
General Manager Transit	5	5	5

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Transit Division Staffing (Continued)

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Bus Operations</u>			
Base Manager	6	4	4
Coach Operator	817	765	713
Department Manager	1	1	1
Field Supervisor	15	15	15
Instructor	4	4	4
Office Specialist	6	6	6
Radio Dispatcher	10	10	10
Secretary	1	1	1
Section Manager	1	2	2
Section Supervisor	8	8	8
Transportation Analyst	0	1	1
Window Dispatcher	16	16	15
Bus Operations	885	833	780
<u>Maintenance</u>			
Automotive Mechanic	5	5	5
Base Manager	4	3	3
Business Unit Analyst	1	1	1
Certified Journeyman Mechanic	112	107	102
Department Manager	1	1	1
Facilities Technician	18	18	18
Fleet Analyst	7	7	5
Journeyman Electronic Technician	12	14	14
Machinist	2	2	2
Maintenance Instructor	3	3	2
Maintenance Supervisor	15	15	16
Mechanic	7	7	11
Office Specialist	5	5	5
Section Manager	4	5	6
Section Supervisor	2	2	2
Service Worker	55	50	46
Maintenance	253	245	239

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Transit Division Staffing (Continued)

Division Staffing by Department - Job Family	FY 2013-14 Approved Budget	FY 2014-15 Approved Budget	FY 2015-16 Proposed Budget
<u>Community Transportation Services</u>			
Administrative Specialist	1	1	1
Department Manager	1	2	1
Maint Field Administrator	3	3	0
Office Specialist	2	2	2
Section Manager	3	2	1
Section Supervisor	1	1	1
Transportation Analyst	1	1	0
Community Transportation Services	12	12	6
<u>Service Planning and Customer Advocacy</u>			
Department Manager	1	1	1
Operations Analyst	1	1	0
Schedule Analyst	4	4	4
Schedule Checker	2	2	2
Section Manager	2	2	2
Stops & Zones Analyst	1	1	1
Stops & Zones Planner	1	1	1
Service Planning and Customer Advocacy	12	12	11
<u>Transit Programs Management</u>			
Department Manager	1	1	1
Project Manager	1	1	1
Section Manager	1	1	1
Transit Project Manager	1	1	1
Transit Programs Management	4	4	4
<u>Security Assessment</u>			
Department Manager	1	1	1
Emergency Management	1	1	1
Office Specialist	1	1	1
Security Assessment	3	3	3
<u>Contracted Services</u>			
Department Manager	0	0	1
Maint Field Administrator	0	0	4
Section Manager	0	0	2
Contracted Services	0	0	7
Total Transit	1,181	1,122	1,063

Transit Division Expenses

Division Expenses by Account

Description	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	57,374,421	58,018,814	56,241,113
7150 Extra Help Employees	508,245	611,976	509,107
7209 Deferred Compensation	992,270	919,923	962,168
7210 Pensions	19,094,635	19,948,687	20,726,551
7220 Insurances	1,568,137	1,416,210	1,313,319
7240 Health Care	13,509,069	13,409,310	14,771,374
7260 Compensated Absences	8,085,230	8,427,828	8,114,276
7270 Workers' Compensation	5,701,138	6,039,931	5,958,487
7280 Other Benefits	2,177,441	2,338,899	2,195,813
Subtotal Salaries and Benefits	\$ 109,010,586	\$ 111,131,578	\$ 110,792,208
<u>Services and Supplies</u>			
7310 Contract Transportation	66,795,750	74,157,855	79,439,250
7510 Professional Services	1,638,737	2,515,598	2,832,017
7540 Insurance Claims Expense	7,116	0	0
7610 Outside Services	10,352,577	13,210,446	14,602,748
7640 Utilities	0	0	12,700
7650 Travel, Training, and Mileage	87,490	181,157	199,610
7660 Office Expense	717,204	590,529	261,934
7670 Miscellaneous Expense	171,986	241,157	246,709
7690 Leases	219,804	219,804	219,804
7710 Fuels and Lubricants	16,195,856	20,448,165	16,299,935
7740 Tires and Tubes	2,330,880	2,118,801	2,254,612
7750 Maintenance Expense	7,676,139	7,534,546	6,086,721
7790 Other Materials and Supplies	1,046,059	1,320,956	1,284,782
7820 Taxes	56,874	350	350
7830 Contributions to Other Agencies	4,146,110	3,652,937	3,158,194
Subtotal Services and Supplies	\$ 111,442,582	\$ 126,192,301	\$ 126,899,366
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	18,315,818	126,929,000	24,990,320
Subtotal Capital Expenditure	\$ 18,315,818	\$ 126,929,000	\$ 24,990,320
Total Uses	\$ 238,768,986	\$ 364,252,879	\$ 262,681,894

General Manager, Transit

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
General Manager Transit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	536,905	539,718	556,027
7150 Extra Help Employees	11,091	13,000	14,000
7209 Deferred Compensation	18,933	15,644	20,332
7210 Pensions	207,396	205,371	225,556
7220 Insurances	15,999	15,865	16,393
7240 Health Care	68,206	70,109	70,768
7260 Compensated Absences	83,548	74,776	79,173
7270 Workers' Compensation	16,371	16,737	19,298
7280 Other Benefits	33,701	50,893	50,403
Subtotal Salaries and Benefits	\$ 992,150	\$ 1,002,113	\$ 1,051,950
<u>Services and Supplies</u>			
7510 Professional Services	60,500	53,000	0
7650 Travel, Training, and Mileage	11,922	18,808	15,145
7660 Office Expense	1,038	7,200	6,300
7670 Miscellaneous Expense	11,576	21,509	16,354
Subtotal Services and Supplies	\$ 85,036	\$ 100,517	\$ 37,799
General Manager Transit Total	\$ 1,077,186	\$ 1,102,630	\$ 1,089,749

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 Transit Program Controls 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.

O.C. Taxicab Administration Program/Motorist Services

The **Motorist Services Department** plans, directs, and administers services included in the Service Authority for Freeway Emergencies (SAFE) and the **Orange County Taxicab Administration Program (OCTAP)**. SAFE operates the Freeway Service Patrol (FSP) program, the call box system, and the 511 motorist aid traveler information system. OCTAP permits and 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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
O.C. Taxicab Administration Program			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	191,913	247,940	247,405
7209 Deferred Compensation	2,162	2,248	2,902
7210 Pensions	71,309	87,821	93,629
7220 Insurances	6,256	6,865	7,037
7240 Health Care	82,208	102,626	73,828
7260 Compensated Absences	24,981	32,966	33,855
7270 Workers' Compensation	5,579	4,912	6,577
7280 Other Benefits	13,656	14,255	13,415
Subtotal Salaries and Benefits	\$ 398,064	\$ 499,633	\$ 478,648
O.C. Taxicab Administration Program Total	\$ 398,064	\$ 499,633	\$ 478,648
Motorist Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	312,262	322,620	401,691
7209 Deferred Compensation	12,040	12,837	17,241
7210 Pensions	119,941	120,951	160,555
7220 Insurances	8,895	9,592	12,119
7240 Health Care	55,042	59,300	76,399
7260 Compensated Absences	33,468	44,335	56,958
7270 Workers' Compensation	9,450	8,213	14,853
7280 Other Benefits	38,236	26,765	30,150
Subtotal Salaries and Benefits	\$ 589,334	\$ 604,613	\$ 769,966
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	218	840	862
7660 Office Expense	510	3,000	2,000
7670 Miscellaneous Expense	199	1,505	755
Subtotal Services and Supplies	\$ 927	\$ 5,345	\$ 3,617
Motorist Services Total	\$ 590,261	\$ 609,958	\$ 773,583

Bus Operations

The **Bus Operations Department** manages the delivery of bus service for OCTA's countywide fixed-route bus system from two facilities located in the cities of Garden Grove and Santa Ana. Each operations base includes a staff of professional managers, assistant 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 respond to emergencies quickly. 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).

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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	41,656,059	41,132,147	38,922,466
7150 Extra Help Employees	383,933	416,486	325,202
7209 Deferred Compensation	831,058	760,880	782,412
7210 Pensions	13,450,977	13,990,450	14,214,660
7220 Insurances	1,124,259	977,196	893,943
7240 Health Care	9,783,349	9,309,197	10,783,330
7260 Compensated Absences	5,818,836	5,875,971	5,546,129
7270 Workers' Compensation	4,678,452	4,980,616	4,899,977
7280 Other Benefits	1,172,650	1,280,900	1,128,012
Subtotal Salaries and Benefits	\$ 78,899,573	\$ 78,723,843	\$ 77,496,131
<u>Services and Supplies</u>			
7510 Professional Services	0	0	35,000
7540 Insurance Claims Expense	5,471	0	0
7610 Outside Services	64,252	72,400	279,869
7650 Travel, Training, and Mileage	23,909	30,809	28,762
7660 Office Expense	39,492	47,374	54,472
7670 Miscellaneous Expense	23,583	53,871	48,356
7790 Other Materials and Supplies	11,689	26,085	271,255
Subtotal Services and Supplies	\$ 168,396	\$ 230,539	\$ 717,714
Bus Operations Total	\$ 79,067,969	\$ 78,954,382	\$ 78,213,845

Maintenance

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Maintenance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,513,176	13,401,822	13,714,020
7150 Extra Help Employees	34,264	49,000	32,500
7209 Deferred Compensation	81,190	77,280	88,924
7210 Pensions	4,435,415	4,772,226	5,091,959
7220 Insurances	344,210	336,379	313,929
7240 Health Care	3,129,827	3,434,643	3,339,978
7260 Compensated Absences	1,862,958	2,074,520	2,060,081
7270 Workers' Compensation	927,099	981,388	936,445
7280 Other Benefits	807,685	827,490	836,975
Subtotal Salaries and Benefits	\$ 24,135,824	\$ 25,954,748	\$ 26,414,811
<u>Services and Supplies</u>			
7510 Professional Services	301,592	856,520	1,342,448
7540 Insurance Claims Expense	1,645	0	0
7610 Outside Services	4,487,405	6,210,798	6,746,463
7650 Travel, Training, and Mileage	40,113	69,916	93,545
7660 Office Expense	59,240	238,600	138,063
7670 Miscellaneous Expense	101,419	123,381	137,996
7710 Fuels and Lubricants	10,091,819	12,876,530	8,106,899
7740 Tires and Tubes	1,346,484	1,105,356	1,117,563
7750 Maintenance Expense	7,390,588	6,967,589	5,876,721
7790 Other Materials and Supplies	968,912	1,205,571	946,027
7820 Taxes	56,873	350	350
Subtotal Services and Supplies	\$ 24,846,090	\$ 29,654,611	\$ 24,506,075
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	14,570,472	125,929,000	20,225,485
Subtotal Capital Expenditure	\$ 14,570,472	\$ 125,929,000	\$ 20,225,485
Maintenance Total	\$ 63,552,386	\$ 181,538,359	\$ 71,146,371

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: two Maintenance Base Operations, Maintenance Resource Management (MRM),

Transit Technical Services (TTS), Maintenance Training, and Facilities Maintenance.

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 two vehicle maintenance facilities located in the cities of Garden Grove and Santa Ana which provide preventive maintenance, servicing, fueling, fare collection, and bus cleaning functions. The 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 the specialty shops, including the

Maintenance (Continued)

body shop, upholstery shop, rebuild shop, machine shop, electronics, and the automotive shop.

MRM is comprised of three functional units: Fleet Analysis, Maintenance Administration, and Contract Support Management. 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.

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 design changes 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, and warranty assistance for fleet defects.

Maintenance Training provides maintenance personnel with up-to-date information, state-of-the-art training, and quality support to increase the performance of the OCTA Maintenance Department. The Maintenance Training section provides continuous review of curriculum and technological advances in the transit vehicle industry, updating the training courses as appropriate.

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.



Contracted Services

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Contracted Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	0	555,760
7209 Deferred Compensation	0	0	7,496
7210 Pensions	0	0	219,180
7220 Insurances	0	0	15,435
7240 Health Care	0	0	83,147
7260 Compensated Absences	0	0	79,247
7270 Workers' Compensation	0	0	16,284
7280 Other Benefits	0	0	35,670
Subtotal Salaries and Benefits	\$ 0	\$ 0	\$ 1,012,219
<u>Services and Supplies</u>			
7310 Contract Transportation	0	530,000	74,809,478
7510 Professional Services	0	0	64,980
7610 Outside Services	0	0	1,075,963
7650 Travel, Training, and Mileage	0	0	7,285
7660 Office Expense	10	0	6,233
7670 Miscellaneous Expense	0	0	35,600
7690 Leases	219,804	219,804	219,804
7710 Fuels and Lubricants	0	0	8,193,036
7740 Tires and Tubes	0	0	1,137,049
7750 Maintenance Expense	25	0	200,000
7830 Contributions to Other Agencies	0	0	1,697,227
Subtotal Services and Supplies	\$ 219,839	\$ 749,804	\$ 87,446,655
Contracted Services Total	\$ 219,839	\$ 749,804	\$ 88,458,874

The **Contracted Services (CS) Department** is responsible for contract transportation oversight. 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. Contracted services are operated out of three OCTA facilities, with fixed route service operated from Anaheim and Irvine and ACCESS service operated from a separate facility in Irvine.

Service Planning and Customer Advocacy

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 County's

6,200 plus bus stop locations. The section provides expertise to city traffic 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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Service Planning and Customer Advocacy			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	730,019	834,409	780,730
7150 Extra Help Employees	70,858	95,490	98,875
7209 Deferred Compensation	18,598	18,782	19,974
7210 Pensions	274,361	301,627	300,334
7220 Insurances	26,781	25,627	23,344
7240 Health Care	140,719	149,149	119,870
7260 Compensated Absences	90,563	111,878	107,251
7270 Workers' Compensation	22,990	21,090	24,842
7280 Other Benefits	45,988	44,456	42,377
Subtotal Salaries and Benefits	\$ 1,420,877	\$ 1,602,508	\$ 1,517,597
<u>Services and Supplies</u>			
7510 Professional Services	243,957	264,909	261,589
7610 Outside Services	478,508	526,249	538,879
7650 Travel, Training, and Mileage	3,614	6,006	6,543
7660 Office Expense	751	500	500
7670 Miscellaneous Expense	415	560	460
7790 Other Materials and Supplies	19,420	25,000	25,000
Subtotal Services and Supplies	\$ 746,665	\$ 823,224	\$ 832,971
Svc. Planning and Cust. Advocacy Total	\$ 2,167,542	\$ 2,425,732	\$ 2,350,568

Community Transportation Services

The **Community Transportation Services (CTS) Department** administers the certification process for ACCESS, OCTA's complementary paratransit service, as required under the Americans with Disabilities Act (ADA). Under a successful effort to develop community partnerships, the department also works with cities, the Orange County Office on Aging, the Regional Center of Orange County, adult day healthcare 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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Community Transportation Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	813,227	852,519	399,227
7150 Extra Help Employees	8,099	22,000	22,530
7209 Deferred Compensation	13,958	17,070	7,496
7210 Pensions	309,390	315,480	158,292
7220 Insurances	24,531	25,054	11,743
7240 Health Care	143,014	159,914	101,161
7260 Compensated Absences	98,438	118,112	56,929
7270 Workers' Compensation	23,676	20,674	13,958
7280 Other Benefits	46,077	53,345	20,960
Subtotal Salaries and Benefits	\$ 1,480,410	\$ 1,584,168	\$ 792,296
<u>Services and Supplies</u>			
7310 Contract Transportation	66,795,750	73,627,855	4,629,772
7510 Professional Services	703,931	719,380	586,000
7610 Outside Services	441,681	1,003,642	20,000
7650 Travel, Training, and Mileage	2,839	12,189	5,950
7660 Office Expense	457,675	288,498	30,766
7670 Miscellaneous Expense	31,650	38,508	2,798
7710 Fuels and Lubricants	6,104,037	7,571,635	0
7740 Tires and Tubes	984,396	1,013,445	0
7750 Maintenance Expense	285,357	556,957	0
7820 Taxes	1	0	0
7830 Contributions to Other Agencies	4,146,110	3,652,937	1,460,967
Subtotal Services and Supplies	\$ 79,953,427	\$ 88,485,046	\$ 6,736,253
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	-13,122	0	28,475
Subtotal Capital Expenditure	\$ -13,122	\$ 0	\$ 28,475
Community Transportation Services Total	\$ 81,420,715	\$ 90,069,214	\$ 7,557,024

Transit Programs Management

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Transit Programs Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	356,757	419,301	430,663
7209 Deferred Compensation	10,228	11,538	10,985
7210 Pensions	133,533	154,761	169,846
7220 Insurances	9,973	12,116	12,550
7240 Health Care	64,353	78,771	78,743
7260 Compensated Absences	39,821	58,094	61,411
7270 Workers' Compensation	10,220	6,301	12,048
7280 Other Benefits	19,428	26,040	25,611
Subtotal Salaries and Benefits	\$ 644,313	\$ 766,922	\$ 801,857
<u>Services and Supplies</u>			
7510 Professional Services	61,144	481,789	0
7610 Outside Services	683,889	742,500	874,273
7640 Utilities	0	0	12,700
7650 Travel, Training, and Mileage	0	22,478	20,911
7660 Office Expense	79	4,007	21,100
7670 Miscellaneous Expense	803	358	360
7750 Maintenance Expense	44	10,000	10,000
7790 Other Materials and Supplies	35,116	30,000	0
Subtotal Services and Supplies	\$ 781,075	\$ 1,291,132	\$ 939,344
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	3,758,468	1,000,000	4,736,360
Subtotal Capital Expenditure	\$ 3,758,468	\$ 1,000,000	\$ 4,736,360
Transit Programs Management Total	\$ 5,183,856	\$ 3,058,054	\$ 6,477,561

The **Transit Programs Management (TPM) Department** is responsible for managing the acquisition, development, and implementation of information systems used in transit operations. TPM is also responsible for providing primary support to systems that have been completed and are in operation. The department is in the process of implementing a mobile payment system with visual validation for the OC Fair during the summer of 2015, with plans to expand that program to college students and express bus customers during

the next phase of the project, working toward system-wide implementation in the near future. TPM is also implementing new HASTUS modules to replace the home grown Automatic Coach Operator Reporting System (ACORS) and Bus Assignment Tracking System (BATS); a new fluid management system to monitor fuel consumption; and a Ride Check Analysis software to process Automatic Passenger Counters (APC) data, generate NTD and analytic reports to be used for route planning and scheduling.

Security Assessment

The **Security and Emergency Preparedness 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 (OCSD) for Transit Police Services (TPS). Under this contract, the OCSD 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 security include enhancement of physical security measures at OCTA bases.

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 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.

Expenses	FY 2013-14 Actuals	FY 2014-15 Budget	FY 2015-16 Budget
Security Assessment			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	264,103	268,338	233,124
7150 Extra Help Employees	0	16,000	16,000
7209 Deferred Compensation	4,103	3,644	4,406
7210 Pensions	92,313	0	92,540
7220 Insurances	7,233	7,516	6,826
7240 Health Care	42,351	45,601	44,150
7260 Compensated Absences	32,617	37,176	33,242
7270 Workers' Compensation	7,301	0	14,205
7280 Other Benefits	20	14,755	12,240
Subtotal Salaries and Benefits	\$ 450,041	\$ 393,030	\$ 456,733
<u>Services and Supplies</u>			
7510 Professional Services	267,613	140,000	542,000
7610 Outside Services	4,196,842	4,654,857	5,067,301
7650 Travel, Training, and Mileage	4,875	20,111	20,607
7660 Office Expense	158,409	1,350	2,500
7670 Miscellaneous Expense	2,341	1,465	4,030
7750 Maintenance Expense	125	0	0
7790 Other Materials and Supplies	10,922	34,300	42,500
Subtotal Services and Supplies	\$ 4,641,127	\$ 4,852,083	\$ 5,678,938
Security Assessment Total	\$ 5,091,168	\$ 5,245,113	\$ 6,135,671



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 Personal 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.

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.

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 Transportation Development Act funding for transportation planning and mass transportation purposes. STA fund revenues are derived from sales tax on diesel fuel. 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 March 31, 2041. All sales tax revenues, bond proceeds, interest earnings, and project expenditures beginning 2007 to 2041 are accounted for in this fund.

Fund Descriptions (continued)

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.

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.

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 SAAV program was funded through a \$1 per year assessment on motor vehicle registration. The SAAV program ended in 2012, but will continue to see activity until all of the program reserves are distributed.

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.

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.

Glossary (continued)

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

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

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

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

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

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

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

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

Taxes: Compulsory charges levied by a government for financing services performed for the common benefit. This term does not include specific charges made against particular persons or property for

current or permanent benefits such as special assessments. Neither does the term include charges for services rendered only to those paying such charges as, for example, user charges.

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

Gann Appropriation Limit

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

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

The 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 will vote to approve OCTA Resolution No. 2015-022 and LTA Resolution No. 2015-023 on June 22, 2015, establishing appropriations limits for the OCTA General

Fund at \$9,978,949 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,508,114,851 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 \$3,964,591 and \$313,556,199 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 2015-16 appropriation limits are on the following pages.

**RESOLUTION OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2015-16**

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

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

NOW, THEREFORE, BE IT RESOLVED as follows:

1. The Orange County Transportation Authority/General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority/General Fund for Fiscal Year 2015-16 is \$9,978,949.
2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2015-16 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$3,964,591.
3. The appropriations limit for Fiscal Year 2015-16 exceeds proceeds of taxes for Fiscal Year 2015-16 by \$6,014,359.

ADOPTED SIGNED AND APPROVED this 22nd day of June 2015.

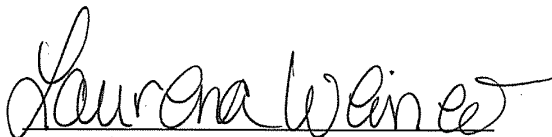
AYES: Chairman Lalloway, Vice Chair Donchak, and Directors Bartlett, Do, Hennessey, Katapodis, Miller, Murray, Nelson, Shaw, Spitzer, Steel, Ury, and Winterbottom

NOES: None

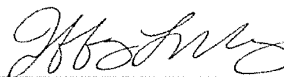
ABSTAIN: None

ABSENT: Directors Jones, Pulido, and Tait

ATTEST:



Laurena Weinert
Clerk of the Board



Jeffrey Lalloway, Chair
Orange County Local Transportation Authority

**RESOLUTION OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2015-16**

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 2015-16 is \$1,508,114,851.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2015-16 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$313,556,199.
3. The appropriations limit for Fiscal Year 2015-16 exceeds proceeds of taxes for Fiscal Year 2015-16 by \$1,194,558,652.

ADOPTED SIGNED AND APPROVED this 22nd day of June 2015.

AYES: Chairman Lalloway, Vice Chair Donchak, and Directors Bartlett, Do, Hennessey, Katapodis, Miller, Murray, Nelson, Shaw, Spitzer, Steel, Ury, and Winterbottom

NOES: None

ABSTAIN: None

ABSENT: Directors Jones, Pulido, and Tait

ATTEST:



Laurena Weinert
Clerk of the Board



Jeffrey Lalloway, Chair
Orange County Local Transportation Authority

**RESOLUTION OF THE BOARD OF DIRECTORS FOR
THE ORANGE COUNTY TRANSPORTATION AUTHORITY
APPROVING AN OPERATING AND CAPITAL BUDGET
FISCAL YEAR 2015-16**

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 \$1,022.5 million for Fiscal Year 2015-16;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 11, 2015, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 8, 2015, 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, 2015 through June 30, 2016, 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 8th day of June 2015.

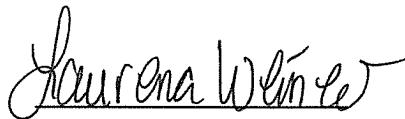
AYES: Chair Lalloway, Vice Chair Donchak, Directors Bartlett, Do, Hennessey, Jones, Katapodis, Miller, Murray, Nelson, Pulido, Shaw, Spitzer, Steel, and Winterbottom

NOES: None

ABSTAIN: None

ABSENT: Directors Tait and Ury

ATTEST:


Laurena Weinert
Clerk of the Board


Jeffrey Lalloway, Chairman
Orange County Transportation Authority

Map of Orange County



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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), and consistent with the CBP.

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

Budget Format and Debt Policy

such services as bus operations.

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

Budget Format

The fiscal year FY 2015-16 budget is presented in three documents. The primary document, the "Orange County Transportation Authority's FY 2015-16 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
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

Budget Format and Debt Policy (Continued)

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

Principal and interest on general long-term debt are recorded when payment is due.

Those revenues susceptible to accrual are sales taxes collected and held by the state at year-end on behalf of OCTA, intergovernmental revenues, interest revenue, and fines and fees. Property taxes are considered available if they are collected within 60 days after year-end.

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

California Society of Municipal Finance Officers

Certificate of Award

**Excellence
Fiscal Year 2014-2015**

Presented to the

Orange County Transportation Authority

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

February 8, 2015



Pamela Arends-King

**Pamela Arends-King
CSMFO President**

Michael Gomez

**Michael Gomez, Chair
Professional Standards and
Recognition Committee**

Dedicated Excellence in Municipal Financial Reporting

Cash Flow Statement - Bus Operations

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 233.5	233.8	181.1	154.8	199.1	295.6	486.5	527.3
Cash flows from operating activities:								
Sources of funds:								
Sales Tax Revenue	150.9	161.5	171.2	180.3	188.9	229.6	281.8	346.0
Passenger Fares	58.2	59.7	63.5	68.6	70.6	86.2	104.7	123.9
Property Tax Revenue	12.3	12.4	12.5	12.7	12.8	13.4	14.1	14.8
Miscellaneous Revenues	1.9	1.4	0.9	0.9	1.0	1.1	1.2	1.3
Advertising Revenue	3.3	3.5	3.7	3.9	4.1	5.0	6.2	7.6
Alternative Fuel Tax Credit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of funds	\$ 226.6	238.5	252.0	266.4	277.4	335.3	408.0	493.7
Cash flows from operating activities:								
Uses of funds:								
Salaries and Benefits	114.5	112.1	112.2	110.8	116.3	135.0	156.9	172.8
Purchased Transportation Services	76.7	85.8	92.0	94.8	98.2	118.3	143.1	174.1
Administrative Service Expense	29.1	32.6	34.0	35.3	37.2	48.0	60.7	76.9
Maintenance, Parts and Fuel	29.0	26.8	25.6	27.7	29.4	40.6	57.2	82.2
Professional Services	15.6	16.0	16.4	17.3	17.7	20.0	22.5	25.3
General and Administrative	3.8	3.8	3.9	4.2	4.3	4.8	5.4	6.1
Other Operating Expense	5.6	6.0	6.3	6.6	6.9	8.0	9.3	10.9
Total Uses of funds	\$ 274.2	283.1	290.4	296.7	309.9	374.6	455.1	548.2
Net cash provided by operations	\$ (47.6)	(44.6)	(38.5)	(30.3)	(32.6)	(39.3)	(47.1)	(54.6)
Cash flows from non-capital financing activities:								
Operating grants								
Federal Formula Grant 5307	54.6	61.3	51.4	52.9	54.7	64.9	77.2	71.1
CMAQ	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in								
Renewed Measure M	3.0	3.2	3.3	3.5	3.6	4.4	5.3	6.6
Rail Feeder	2.2	2.2	2.3	2.4	2.4	2.8	3.3	4.0
Net cash provided by noncapital financing activities	\$ 62.0	68.9	57.0	58.8	60.8	72.1	85.9	81.6
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	74.6	30.6	30.8	28.8	29.1	30.2	31.4	32.8
Acquisition/construction of capital assets	(91.2)	(111.5)	(79.8)	(17.6)	(8.7)	(108.4)	(105.1)	(58.1)
Net cash used by capital and related financing activities	\$ (16.6)	(80.9)	(49.0)	11.3	20.3	(78.2)	(73.6)	(25.3)
Cash flows from investing activities:								
Interest on investments	2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
Net cash provided by investing activities	\$ 2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
Net increase/decrease in cash	\$ 0.3	(52.7)	(26.3)	44.3	55.4	(32.3)	(14.0)	24.0
Available Cash	\$ 233.8	181.1	154.8	199.1	254.5	263.3	472.5	551.3

Cash Flow Statement - Measure M2

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 490.3	357.5	154.0	577.8	258.7	112.0	816.9	867.7
Sources of funds:								
Sales Tax Revenue	301.3	322.3	341.4	359.3	376.4	457.3	561.4	689.6
Tax Exempt Commercial Paper (TECP)/Bond Proceeds	-25.0	0.0	761.5	0.0	645.5	0.0	0.0	0.0
Interest	2.6	3.3	6.9	9.4	11.9	5.9	26.6	13.5
Other Revenues (Private,Local, State, & Fed.Funding)	255.8	107.2	161.4	60.2	92.4	30.0	30.0	30.0
Total Sources of funds	\$ 534.8	432.9	1271.2	428.9	1126.1	493.2	618.0	733.1
Debt Service								
Gross Debt Service on TECP/Bonds	28.5	18.5	80.9	80.9	134.9	134.9	134.9	134.5
Total Debt Service Payments	28.5	18.5	80.9	80.9	134.9	134.9	134.9	134.5
Program Expenditures								
Freeway Projects	193.7	267.0	421.3	386.1	392.3	14.5	73.6	429.4
Streets & Roads Projects	277.2	212.5	146.0	126.6	108.8	121.8	139.2	200.7
Transit Projects	147.8	116.6	176.2	130.0	155.7	76.9	86.7	112.1
Environmental Cleanup	6.4	6.8	7.2	7.6	7.9	9.5	11.6	14.2
Taxpayer Safeguards & Audits	14.0	15.0	15.9	16.7	17.5	21.4	26.3	32.4
Total Program Expenditures	639.1	617.9	766.5	667.0	682.3	244.1	337.5	788.9
Net cash provided by operations	\$ (132.8)	(203.5)	423.7	(319.0)	308.9	114.2	145.7	(190.3)
Available Cash	\$ 357.5	154.0	577.8	258.7	567.6	226.3	962.6	677.3

Cash Flow Statement - Rail

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 104.1	184.5	136.4	128.9	122.4	92.6	66.1	29.3
Cash flows from operating activities:								
Sources of funds:								
Measure M2 Sales Tax	73.8	26.6	28.2	29.7	31.1	37.7	46.3	56.9
Miscellaneous Revenue	0.5	0.5	0.5	0.5	0.6	5.3	6.0	6.7
Total Sources of funds	\$ 74.3	27.1	28.7	30.2	31.6	43.0	52.3	63.6
Cash flows from operating activities:								
Uses of funds:								
Subsidy to SCRRRA	(24.6)	(25.5)	(26.3)	(27.2)	(28.0)	(32.1)	(36.2)	(40.3)
Management Fee Expense	(1.3)	(1.4)	(1.5)	(1.5)	(1.6)	(2.0)	(2.5)	(2.9)
Professional Services	(6.0)	(7.5)	(5.7)	(5.6)	(5.8)	(6.2)	(6.9)	(7.8)
General and Administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Expenses	(2.2)	(2.2)	(2.3)	(2.4)	(2.4)	(2.8)	(3.3)	(4.0)
Total Uses of funds	\$ (34.1)	(36.6)	(35.8)	(36.7)	(37.8)	(43.1)	(49.0)	(55.0)
Net cash provided by operations	\$ 40.2	(9.4)	(7.1)	(6.5)	(6.1)	(0.1)	3.3	8.6
Cash flows from non-capital financing activities:								
Operating transfers in								
Measure M	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash provided by noncapital financing activities	\$ 80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	38.8	90.5	43.9	33.7	24.2	23.7	19.6	17.5
Acquisition/construction of capital assets	(65.4)	(125.6)	(40.9)	(30.7)	(20.7)	(27.2)	(24.5)	(21.8)
Tax Exempt Commercial Paper (TECP)/Bonds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on TECP/Bonds	(12.0)	(3.2)	(3.2)	(3.2)	(3.2)	(3.2)	(3.2)	(3.2)
Other Capital Expenses	(2.6)	(2.7)	(2.8)	(2.9)	(3.0)	(3.4)	(4.0)	(4.6)
Net cash used by capital and related financing activities	\$ (41.2)	(41.0)	(3.0)	(3.1)	(2.7)	(10.1)	(12.1)	(12.2)
Cash flows from investing activities:								
Interest on investments	1.4	2.4	2.6	3.1	3.5	3.5	2.5	1.1
Net cash provided by investing activities	\$ 1.4	2.4	2.6	3.1	3.5	3.5	2.5	1.1
Net increase/decrease in cash	\$ 80.4	(48.1)	(7.5)	(6.5)	(5.4)	(6.7)	(6.3)	(2.5)
Available Cash	\$ 184.5	136.4	128.9	122.4	117.0	85.9	59.7	26.8

Cash Flow Statement - 91 Express Lanes

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 53.5	30.6	15.7	11.1	11.0	10.6	9.0	9.9
Cash flows from operating activities:								
Sources of funds:								
Toll Revenue	34.5	36.4	38.0	40.3	43.2	57.1	76.1	101.7
Miscellaneous revenue	6.9	7.0	5.7	4.5	4.5	4.6	4.7	4.8
Total Sources of funds	\$ 41.5	43.4	43.7	44.8	47.7	61.7	80.8	106.6
Cash flows from operating activities:								
Uses of funds:								
Salaries & Benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Management Fee Expense	2.5	2.6	2.7	2.7	2.8	3.3	3.8	4.4
Professional Services	12.0	11.2	9.9	9.0	9.3	11.7	12.5	14.4
General and Administrative	1.4	1.5	1.3	1.3	1.3	1.5	1.7	2.0
Other Operating Expenses	3.2	3.3	3.3	3.1	3.2	3.7	4.3	5.0
Total Uses of funds	\$ 19.1	18.6	17.2	16.1	16.6	20.2	22.3	25.8
Net cash provided by operations	\$ 22.3	24.8	26.6	28.7	31.2	41.5	58.5	80.7
Cash flows from non-capital financing activities:								
Operating grants	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Renewed Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers out	(3.0)	0.0	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	0.0
Net cash provided by noncapital financing activities	\$ (3.0)	10.0	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	0.0
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(32.1)	(39.6)	(18.0)	(15.7)	(15.7)	(29.8)	(43.7)	(81.1)
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds / COPS	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	(10.8)	0.0
Net cash used by capital and related financing activities	\$ (42.9)	(50.4)	(28.8)	(26.5)	(26.5)	(40.6)	(54.5)	(81.1)
Cash flows from investing activities:								
Interest on investments	0.7	0.7	0.7	0.7	0.8	1.1	1.0	0.5
Net cash provided by investing activities	\$ 0.7	0.7	0.7	0.7	0.8	1.1	1.0	0.5
Cash to Accrual Reconciling Items	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net increase/decrease in cash	\$ (22.9)	(14.9)	(4.6)	(0.1)	2.5	(1.0)	2.0	0.2
Available Cash	\$ 30.6	15.7	11.1	11.0	13.5	9.5	11.0	10.1

Cash Flow Statement - OCTAP

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 1.0	1.0	1.1	1.1	1.2	1.7	2.1	2.3
Cash flows from operating activities:								
Sources of funds:								
Company Permits	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Vehicle Permits	0.5	0.6	0.6	0.6	0.6	0.7	0.8	0.9
Driver Permits	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.4
Appeal Fee	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of funds	\$ 0.8	0.8	0.9	0.9	0.9	1.1	1.2	1.4
Cash flows from operating activities:								
Uses of funds:								
Salaries and Benefits	0.5	0.5	0.5	0.6	0.6	0.7	0.9	1.0
Management Fee Expense	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.3
Professional Services	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2
General and Administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Uses of funds	\$ 0.8	0.8	0.8	0.9	0.9	1.1	1.3	1.5
Net cash provided by operations	\$ 0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.1)
Cash flows from non-capital financing activities:								
Operating grants	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in								
Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Renewed Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers out	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash provided by noncapital financing activities	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds / COPS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash used by capital and related financing activities	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cash flows from investing activities:								
Interest on investments	0.01	0.02	0.02	0.03	0.04	0.07	0.08	0.09
Net cash provided by investing activities	\$ 0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Cash to Accrual Reconciling Items	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net increase/decrease in cash	\$ 0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.0
Available Cash	\$ 1.0	1.1	1.1	1.2	1.3	1.8	2.2	2.3

Cash Flow Statement - SAFE

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
Beginning Balance	\$ 2.4	4.1	5.3	6.7	8.0	14.5	22.9	35.8
Cash flows from operating activities:								
Sources of funds:								
Freeway Service Patrol	5.9	6.1	6.3	6.5	6.7	7.6	8.7	10.1
Callbox	2.7	2.7	2.7	2.7	2.7	2.9	3.0	3.2
Miscellaneous revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Sources of funds	\$ 8.5	8.8	9.0	9.2	9.4	10.4	11.7	13.3
Cash flows from operating activities:								
Uses of funds:								
Salaries and Benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Management Fee Expense	0.9	0.8	0.8	0.8	0.8	1.0	1.2	1.4
Professional Services	5.7	6.5	6.8	7.2	7.8	8.7	9.5	10.4
General and Administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Uses of funds	\$ 6.6	7.3	7.6	8.0	8.7	9.7	10.7	17.8
Net cash provided by operations	\$ 1.9	1.5	1.4	1.2	0.7	0.7	1.0	(4.5)
Cash flows from non-capital financing activities:								
Operating grants	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers in	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Renewed Measure M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Operating transfers out	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Net cash provided by noncapital financing activities	\$ 0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.3)	(0.3)	(0.1)	0.0	0.0	(0.0)	(0.1)	(0.4)
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds / COPS	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash used by capital and related financing activities	\$ (0.3)	(0.3)	(0.1)	0.0	0.0	(0.0)	(0.1)	(0.4)
Cash flows from investing activities:								
Interest on investments	0.0	0.1	0.1	0.2	0.3	0.6	0.9	1.5
Net cash provided by investing activities	\$ 0.0	0.1	0.1	0.2	0.3	0.6	0.9	1.5
Cash to Accrual Reconciling Items	\$ 0.0	0.0	0.0	0.0	0.0	0.0	1.0	6.0
Net increase/decrease in cash	\$ 1.6	1.2	1.4	1.3	1.0	1.2	1.9	2.5



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