

Fiscal Year  
2017-18

# Approved Budget



Orange County Transportation Authority



June 12, 2017

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Ryan Chamberlain  
Ex-Officio Member

Chairman Michael Hennessey and Members of the Orange County Transportation Authority Board of Directors:

Consistent with the Orange County Transportation Authority's (OCTA) vision, mission, values, and in accordance with the Board of Directors (Board) Strategic Initiatives, I present to you the fiscal year (FY) 2017-18 budget for OCTA. The FY 2017-18 budget is balanced at \$1.3 billion and commits the necessary resources to continue keeping OCTA's promises to the residents of Orange County.

The budget incorporates the Board-adopted forecasting methodologies for both of OCTA's sales tax measures. The Measure M2 (M2) Program, the ½ cent voter-approved sales tax for transportation improvements, is projected to grow by 3.3 percent. The Local Transportation Fund (LTF), the ¼ cent sales tax, which funds approximately 60 percent of the Bus Program's operating expenditures, is projected to grow by 2.4 percent.

Under the M2 Program, funds will continue to improve freeways, streets and roads throughout Orange County, as well as fund multiple transit programs. Included in the proposed budget is \$170 million to help fund freeway improvement projects on Interstate 405, Interstate 5, State Route 55, State Route 57, and State Route 91. Approximately \$157 million is budgeted to improve streets and roads, including \$54 million to fund the Local Fair Share Program, \$53 million for the Regional Capacity Program, and \$22 million for the OC Bridges Project. In addition, the budget also includes \$240 million for the OC Streetcar.

In FY 2017-18, the budget to support the Bus Program is \$349 million. The budget includes efforts to continue OC Bus 360°, which aims to improve bus service and increase efficiency of the transit system. The budget also maintains existing bus service levels at 1.6 million service hours and has no fare increase. It is anticipated that the passage of California's Senate Bill (SB-1) will provide approximately \$19 million per year to the Bus Program, which is integral for the Program's long-term financial sustainability. The revenue expected from SB-1 is incorporated in the FY 2017-18 budget.

The FY 2017-18 budget demonstrates OCTA's continued commitment to provide an effective, efficient, and innovative multi-modal transportation network to enhance the quality of life and keep the residents and commuters of Orange County moving.

Sincerely,

Darrell Johnson  
Chief Executive Officer

CHIEF EXECUTIVE OFFICE

Darrell Johnson  
Chief Executive Officer



**OCTA**

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**OCTA**



**Board of Directors**

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

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

**Michael Hennessey**  
Chairman  
Representing Public Member



**Lisa A. Bartlett**  
Vice Chair  
Representing Supervisor  
5<sup>th</sup> District



**Laurie Davies**  
Director  
Representing City Member  
5<sup>th</sup> District



**Barbara Delgleize**  
Director  
Representing City Member  
2<sup>nd</sup> District



**Andrew Do**  
Director  
Representing Supervisor  
1<sup>st</sup> District



**Lori Donchak**  
Director  
Representing City Member  
5<sup>th</sup> District



**Steve Jones**  
Director  
Representing City Member  
1<sup>st</sup> District



**Mark A. Murphy**  
Director  
Representing City Member  
3<sup>rd</sup> District



**Richard D. Murphy**  
Director  
Representing City Member  
2<sup>nd</sup> District



**Al Murray**  
Director  
Representing City Member  
3<sup>rd</sup> District



**Shawn Nelson**  
Director  
Representing Supervisor  
4<sup>th</sup> District



**Miguel Pulido**  
Director  
Representing City Member  
1<sup>st</sup> District



**Tim Shaw**  
Director  
Representing City Member  
4<sup>th</sup> District



**Todd Spitzer**  
Director  
Representing Supervisor  
3<sup>rd</sup> District



**Michelle Steel**  
Director  
Representing Supervisor  
2<sup>nd</sup> District



**Tom Tait**  
Director  
Representing City Member  
4<sup>th</sup> District

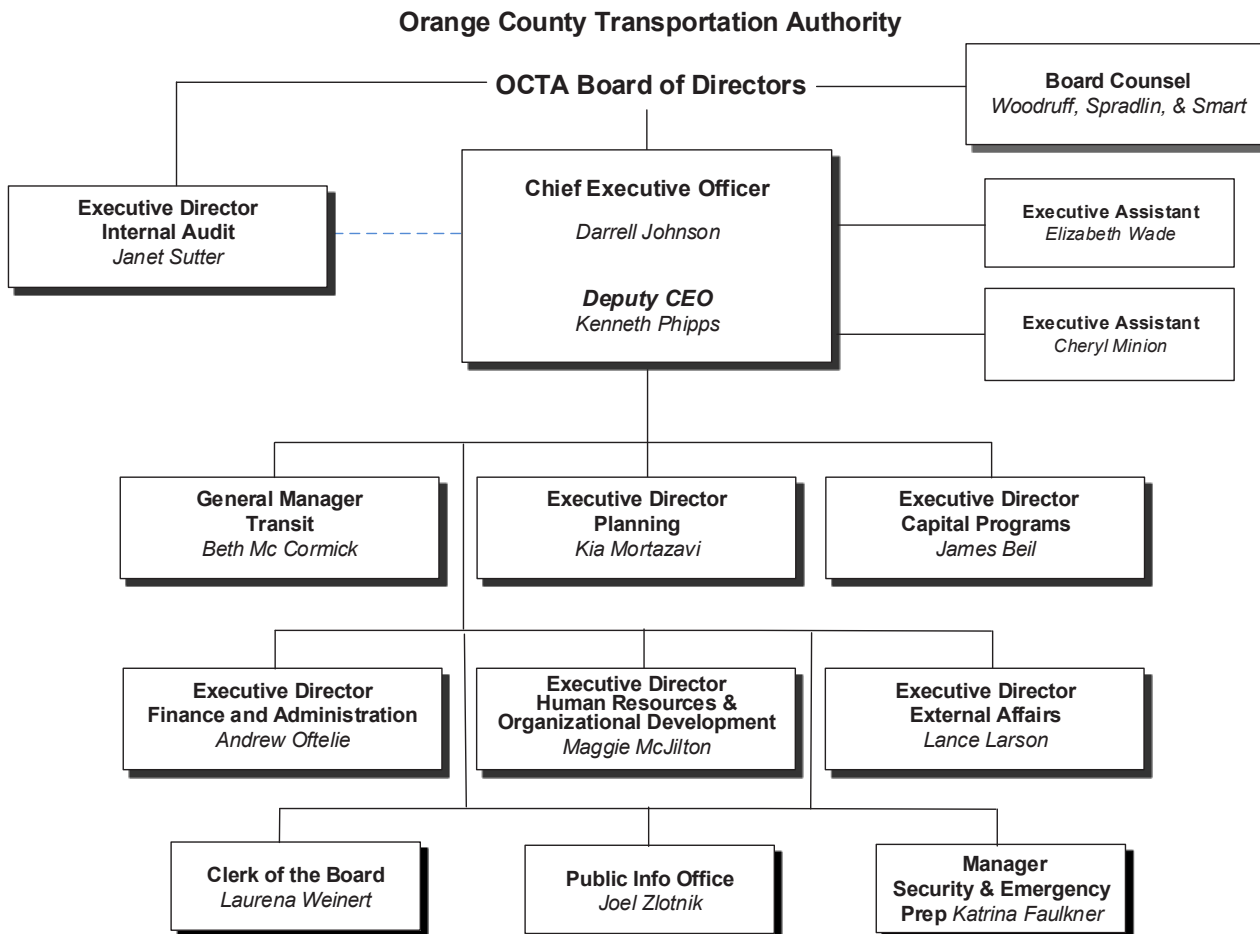


**Gregory T. Winterbottom**  
Director  
Representing  
Public Member



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

# Orange County Transportation Authority Organizational Chart





## Orange County Transportation Authority

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

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

Strategic initiatives by OCTA's Board created a road map addressing the county's many transportation needs. In FY 2016-17, OCTA continued efforts with OC Bus 360°. OCTA improved the bus system, making it more efficient, cost effective, and user-friendly.

### OCTA's Core 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.

Tackling economic challenges head-on, the Board approved the Measure M Next 10 Plan ensuring delivery of transportation promises to Orange County voters. The Next 10 sets a course for Measure M which takes us through 2026. By then, one-half of the thirty-year plan will be finished.

Over \$50 million dollars was awarded to cities to improve streets, intersections, and synchronize signals. Work continued on the OC Bridges where grade separations at Orangethorpe and Tustin/Rose Avenues opened to drivers. In another effort to enhance safety, OCTA worked with San Clemente to implement an audible alert system to warn pedestrians of approaching trains while reducing noise for surrounding neighbors.

OC Streetcar is moving forward with significant progress. The OC Streetcar was approved for entry into engineering in January 2017. It was included in the Presidents' budget, and agreements were signed with the cities of Santa Ana and Garden Grove.

As efforts continued on major projects, including the Interstate 5 in South County, OCTA also reached a major milestone to protect habitat and wildlife by approving environmental documents that will forever preserve 1,300 acres of wilderness.

On the 405, the busiest freeway in the nation, a \$1.2 billion dollar design-build contract was awarded, making it the largest in OCTA history. Commuters had an easier ride with a new lane opening on the westbound 91 and the repaving of the 91 Express Lanes.

The accomplishments of FY 2016-17 are the starting point for the planning that has resulted in the FY 2017-18 budget.

The 2016 OC Fair Express had 94,000 boardings, up 20 percent from 2015.



## Strategic Plan Goals

### MOBILITY

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

### PUBLIC SERVICE

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

### FISCAL SUSTAINABILITY

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

### STEWARDSHIP

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

### ORGANIZATIONAL EXCELLENCE

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

OCTA's Strategic Plan, which provides a five-year approach to address Orange County's transportation needs from 2014 - 2019, was adopted by the Board in April 2014, and provides the framework used for development of the annual budget.

OCTA's core values (inset on page 4) describe the behaviors, attributes, principles and beliefs that guide all OCTA staff. The Strategic Plan Goals and Board Strategic Initiatives shown left and below, are reflected in all of OCTA's efforts.



## 2017 BOARD STRATEGIC INITIATIVES



### Break Ground on the I-405 Improvement Project

- Issue Notice to Proceed No. 1 (for design) and No. 2 (for construction) allowing the Design-Builder to perform all work and activities required to complete the project.
- Release the Request for Proposals (RFP) for the In-lane Tolling and Traffic Management Systems for the 91 Express Lanes and 405 Express Lanes.



### Continue OC Bus 360° Implementation

- Expand on the OC Bus 360° initiatives through measures that sustain ridership, improve productivity, control costs, and/or attract new revenue.
- Implement fare policy recommendations based on the approved 2016 fare policy plan.



### Advance the OC Streetcar Project

- Award the contract for the manufacturing and delivery of streetcar vehicles.
- Execute the federal New Starts full funding grant agreement.



### Integrate Technology Solutions

- Explore viability of transportation network companies as an alternative to conventional bus service.
- Implement Same-Day Taxi mobile application pilot project.



### Ensure Fiscal Sustainability

- Negotiate the final Transportation Infrastructure Finance and Innovation Act program terms and conditions with the United States Department of Transportation for the I-405 Improvement Project.
- Pursue strategies to ensure long-term sustainability of transit operations, including options to update allocation of TDA funding.



**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. The LRTP is scheduled to be updated and presented to the Board in fall of 2018.

community leaders, county residents, transportation planning professionals, and other stakeholders.

**Comprehensive Business Plan**

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

Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences and programmatic needs and objectives are incorporated into a business-planning document. The CBP validates the feasibility of proposed program and service levels, anticipates a variable economic environment, and identifies

and proposes policy direction. The CBP is an evolving document that is Board-approved and responds to the ever-changing social, political, and economic environment. The CBP lays the foundation for the annual budget process.

**Program-specific Plans**

**M2020 Plan**

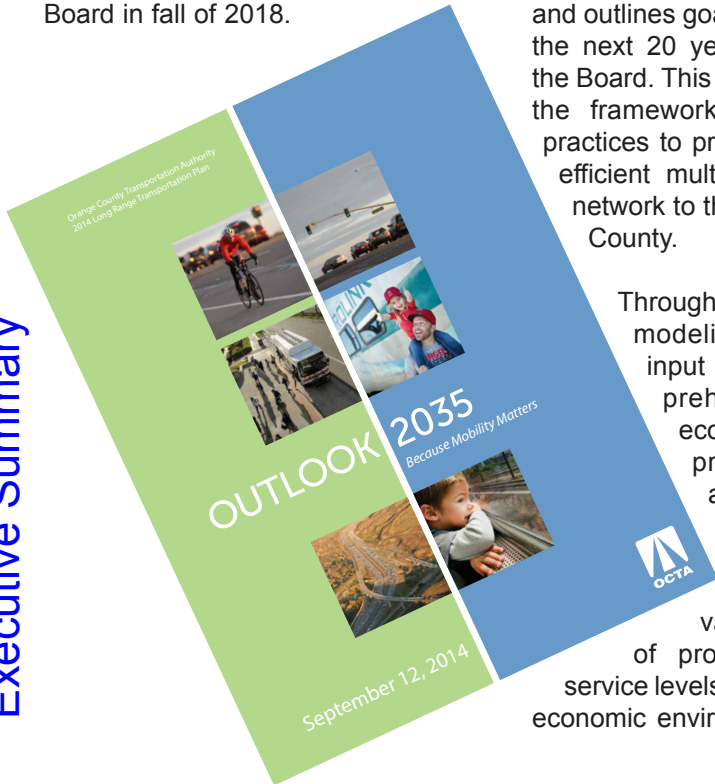
The M2020 Plan was approved on September 10, 2012, to accelerate the delivery of Measure M2 (M2) freeway, streets and roads, transit, and environmental projects through the year 2020. In response to lower actual sales tax revenue, a new forecasting methodology was adopted in March 2016. This prompted the need to revisit the assumptions built into the M2020 Plan. A new program/project delivery framework for the next ten years, called the Next 10 Plan, was approved by the Board in November 2016.

**The Next 10 Plan**

When the M2 Transportation Investment Plan was initially developed, forecasts projected M2 sales tax revenue available for projects and programs at \$24.3 billion. Since the Great Recession in 2008, forecast sales tax revenue has dropped by \$10.1 billion and is now projected at \$14.2 billion.

The Next 10 Plan takes into account the revised sales tax revenue forecast (supplemented with external revenue – Federal, State, and local dollars), updated project cost and schedules, and outlines key M2 project and program milestones to be delivered.

Over 10 years, the Next 10 Plan will invest \$6 billion into freeways, streets and roads. Approximately \$1 billion has been allocated to streets and roads improvements. Freeway projects will receive \$4.2 billion. Rail and transit projects, including the delivery of the OC Streetcar, will receive an investment of up to \$1.4 billion, and \$40 million in water quality grants will ensure the ongoing preservation of open space preserves.



This long-range plan, 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



**Transit Master Plan**

OCTA is developing a Transit Master Plan (TMP) which will be an integrated bus, rail, and paratransit plan. The TMP will serve as a vision for Orange County's transit future, taking a high-level look at long-term transit needs throughout the County, as well as important connections to transit projects from other local transit agencies. The TMP also will identify a series of corridors that could lead to smoother, more efficient journeys on public transportation. The TMP is scheduled to be completed in FY 2016-17.

## OC TRANSIT VISION

**COMMUNITY OUTREACH:** Marissa Espino  
Community Relations Officer  
(714) 560-5607  
mespino@octa.net

**WEBSITE:** [www.octa.net/OCTransitVision](http://www.octa.net/OCTransitVision)

Fact Sheet as of 3/6/17



**OVERVIEW**

Travel in Orange County today is primarily by car, but what if you had more convenient and affordable transit options to get to work or enjoy a day out? OCTA is developing the OC Transit Vision to define the future of transit in Orange County. The Vision will take a high-level look at long-term transit needs throughout the County, which will include bus, rail, paratransit, and new types of transportation services. The OC Transit Vision will identify the corridors countywide with the greatest demand and potential and will assess which modes of high-capacity or premium transit, such as streetcar or bus rapid transit (BRT), may be appropriate for each corridor. Finally, the OC Transit Vision will prioritize the most immediately needed projects for near-term development.

**BACKGROUND**

OCTA provides vital transit services across Orange County. OC Bus serves 43 million passengers annually, the most of any Orange County transit provider. Bravo! comprises two rapid bus lines providing higher-quality service than local buses. The OC Streetcar, which will run from Santa Ana to Garden Grove, is scheduled to open late 2020 as the county's first urban rail line. OCTA also provides special event service, vanpools, and ACCESS service for people with disabilities.

In the coming decades, public transit is expected to play an increasingly important role in Orange County. Changes in demographics, environmental policy, and development will require additional transportation options for residents, employees, and visitors.

**GET INVOLVED**

Help OCTA shape the future of public transit in Orange County. Your ideas are essential to create a vision that serves the needs of our residents, employees, and visitors while reflecting the transit potential of Orange County. Stay involved and connected by signing up at [www.octa.net/OCTransitVision](http://www.octa.net/OCTransitVision)

## MEASURE M NEXT 10 DELIVERY PLAN

## NEXT 10 DELIVERY PLAN

**AREA OF BENEFIT**  
All 34 Orange County cities and the County of Orange

**AT A GLANCE**

**FUNDING:** Measure M, 1/2-cent sales tax for transportation improvements expected to raise approximately \$14.2 billion through 2041

**NEXT10 PLAN:** Outlines more than \$6 billion in sales tax revenue and other revenue for M2 transportation improvements between 2017 and 2026

**CONTACT:** Tami Warren  
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Measure M Program  
Management Office  
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**WEBSITE:** [octa.net/Next10](http://octa.net/Next10)

Fact sheet as of 2/1/17

**OVERVIEW**

The OCTA Board approved the Measure M Next 10 Delivery Plan (Next 10 Plan) on November 14, 2016. This comprehensive plan sets priorities and funding commitments over a ten year period (2017-2026) to ensure that promises made in the entire Measure M2 Investment Plan can continue to be delivered despite changing economic and revenue shortfall impacts.

**PLAN HIGHLIGHTS**

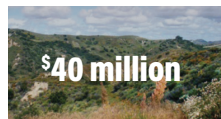
Over 10 years, the Next 10 Plan will invest \$6 billion into Freeways, Streets and Roads, Transit, and Environmental projects included in the M2 Plan.



Allocate approximately \$1 billion of funding for streets and roads improvements



Deliver \$4.2 billion in freeway projects



Ensure ongoing preservation of open space preserves and provide \$40 million in water quality grants



Invest up to \$1.4 billion to enhance access to rail and transit, including delivery of the OC Streetcar

**RECENT ECONOMIC IMPACTS**

When the M2 Investment Plan was initially developed, forecasts projected M2 sales tax revenue available for projects and programs at \$24.3 billion. Since the Great Recession in 2008, sales tax revenue has dropped by \$10.1 billion and is now projected at only \$14.2 billion. The Next 10 Plan takes into account the revised sales tax revenue forecast (supplemented with external revenue – Federal, State and local dollars), updated project cost and schedules, and outlines key M2 project and program milestones to be delivered in the next 10 years.

**Bus Capital Plan**

In 2012, OCTA prepared a bus capital plan to help prioritize future capital investments related to the bus program. The bus capital plan was revised in July 2015. The primary intent of the update was to develop a repeatable process to review and prioritize individual capital project improvements based upon factors such as need, programming status, and project readiness. Another main objective was to forecast project costs and funding availability in order to identify any funding shortfalls.

## Regional and Economic Factors

### Orange County Profile

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

### Economic & Financial Condition

The State of California has remained one of the bright spots in the national economy. In fact, December 2016 marked the 158th consecutive month that California has outpaced the U.S. overall in terms of nonfarm job growth. California's nonfarm job growth was strong at 2.2 percent for 2016. The professional and business services sector accounted for 19,100 of the 355,900 nonfarm jobs that were created in 2016.

Orange County has also been faring well. The unemployment rate in Orange County was 3.7 percent in February 2017, down from 4 percent in February 2016. Statewide unemployment was 5 percent in February 2017, which is 0.6 percentage points lower than the same period in 2016. National unemployment has fallen to 4.5 percent. This makes Orange County's unemployment rate 1.3 points below the state level and 0.8 point below the national level.

The bulk of the new jobs added over the

last year in Orange County were in the Professional and Business Services industry. The industry created 7,700 new jobs in 2016, most of which are in administrative and support services. These positions trend toward the middle portion of the wage spectrum, but Orange County has been adding high wage positions as well. Overall, Orange County added 17,300 jobs in 2016.

The Orange County real estate market remains strong. Median home prices in February 2017 increased by 5.6 percent year-over-year to \$745,000, up from \$705,000. Home sales rose by 1.9 percent year-over-year from 2015 to 2016. The inventory level is very low. Interest rates have increased slightly which may impact sales for higher valued homes.

Falling oil prices, in addition to statewide subpar wage growth, have kept inflation in check over the last year. The price index for nationwide personal consumption expenditures, the Federal Reserve's preferred measure of inflation, increased 2.12 percent from February 2016 to February 2017.

The estimated sales tax growth rate for FY 2017-18 is 3.3 percent for M2 based on the forecast provided by MuniServices, LLC. Sales tax for the M2 Program is estimated to be \$14.2 billion over the life of the measure. The sales tax forecasting methodology estimates OCTA's Transportation Development Act (TDA) sales tax will grow by 2.4 percent in FY 2017-18.

*The OC Loop offers 66 miles of seamless connections for biking and walking.*



## Sources and Uses

In an effort to continue fiscal sustainability, OCTA has balanced the FY 2017-18 budget. Sources and uses of funds are outlined in this section of the executive summary.

### Sources of Funds

Total sources of funds are a combination of \$1,057.2 million in revenue and the planned use of prior year designations of \$232.6 million for a total of \$1,289.8 million. The following highlights each funding source within these categories.

#### Local Sources

It is anticipated that OCTA will receive \$346.5 million from local sources in FY 2017-18. The majority of the local sources come from the one-half cent sales tax receipts collected under M2 (\$317.4 million). In FY 2017-18, OCTA is utilizing a M2 sales tax forecast provided by MuniServices, LLC. Additional local sources include property tax, advertising revenue, and contributions for projects from local jurisdictions.

#### Federal Sources

OCTA receives federal grant funds on a formula and competitive basis. OCTA estimates the use of federal grants will increase by 24.2 percent in FY 2017-18. OCTA anticipates receiving \$338.1 million from federal sources in FY 2017-18. Of this, \$56.1 million is comprised of federal operating assistance grants associated with bus operations, capital cost of contracting, preventive maintenance, and other transit program initiatives. Also included in the budget is \$224.2 million of federal grants for capital projects. OC Streetcar is expected to receive \$194.1 million and freeway projects will be funded with \$20 million in federal grants.

#### State Sources

It is expected that \$258.3 million will be received from state sources in FY 2017-18. The sources of state revenue include the one-quarter cent Transportation Development Act (TDA)

sales tax (\$162.2 million) and the State Transit Assistance Fund (STAF) (\$28.9 million). These revenue sources help fund the operations, administration and capital expenditures of the bus program. In FY 2017-18, OCTA is utilizing a TDA sales tax forecast provided by MuniServices, LLC. The STAF is forecasted by the California State Controller's office on an annual basis, and incorporates the impact of Transportation Senate Bill 1 (SB-1).

State sources also include \$67.2 million in funding from Proposition 1B, State Transportation Improvement Program, and the State Highway Operation and Protection Program. The State notifies OCTA of available grant funding based on bond sales, the State budget, etc. These funds will be used primarily for the construction of grade separations as part of the OC Bridges Program, construction of the I-405 improvement project, rail improvement projects, and capital planning.

#### 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. The Financial Planning and Analysis Department projects farebox revenues at \$46 million in FY 2017-18 and are forecasted based on estimated ridership.

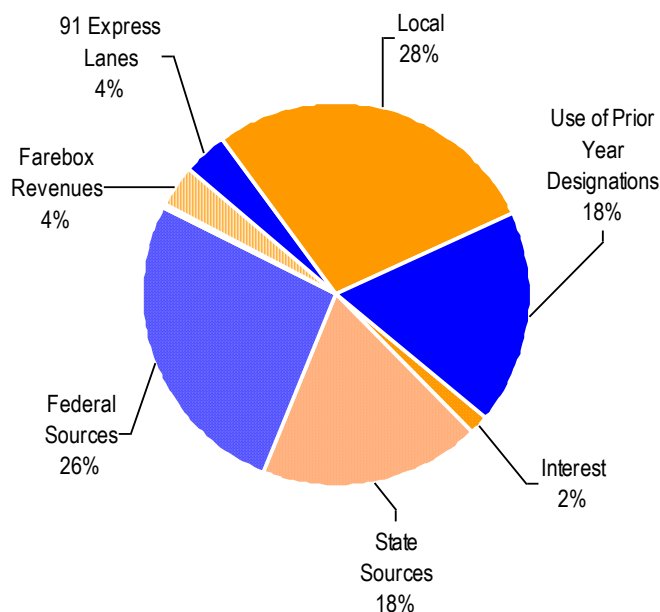
#### 91 Express Lanes Revenue

OCTA conservatively budgeted 95 percent of Stantec's estimate and forecast 91 Express Lanes revenues at \$46.7 million for FY 2017-18. Toll revenue accounts for \$40.1 million of total 91 Express Lanes revenue, with the remaining \$6.7 million attributed to non-toll revenue.

#### Interest Income

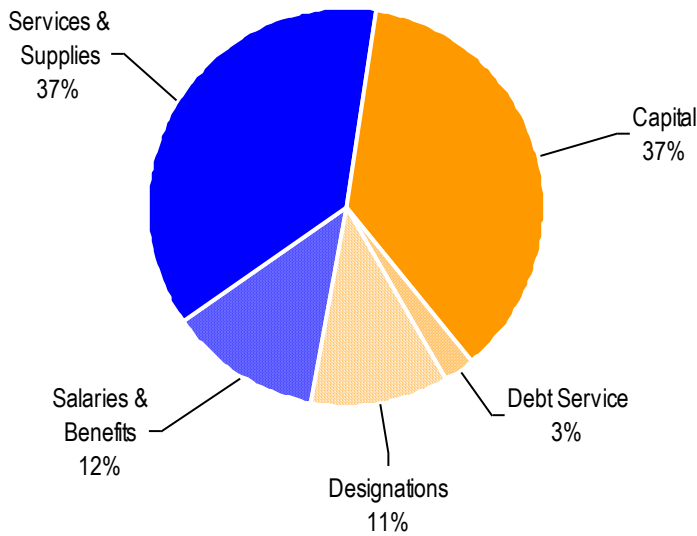
OCTA's Treasury Department projects that OCTA will earn \$21.6 million in interest income on its investment portfolio in FY 2017-18. The funds that generate the largest interest earnings are the M2 and OCTD funds. Interest earnings are projected at a conservative rate of 1.5 percent. Interest income also includes funds that are anticipated to be received from the Internal Revenue Service for the Build America Bonds debt.

Sources of Funds



Sources and Uses (Continued)

Uses of Funds



**Planned Use of Prior Year Designations**

In prior years, OCTA has set aside revenue, known as designations, for future capital and program requirements. OCTA will utilize \$232.6 million of prior year designations in FY 2017-18. A draw on M2 prior year designations of \$163.4 million is planned to fund the OC Streetcar, I-405 Improvement Project, Regional Traffic Signal Synchronization projects, and OC Bridges grade separation projects. Prior year designations of \$31.4 million will be utilized from the Commuter Rail Fund to support Metrolink operations and capital improvements. The 91 Express Lanes plans to utilize \$20.4 million primarily for the contribution to the Placentia Metrolink Station. OCTD will utilize \$4.3 million to fund capital projects at four bus bases and transit centers. Other prior year designations include M2 bond debt service of \$6.7 million and Personal Liability / Property Damage (PL/PD) claims of \$4.1 million.

**Uses of Funds**

The expenditures projected for FY 2017-18 are expected to reach \$1,147.1 million, with \$142.7 million designated for future use. Appropriations are allocated in five categories and summarized below.

**Services and Supplies**

These items include appropriations for the purchase of services (e.g., engineering, design, contract transportation services, and consultant services) and supplies (e.g., fuel, maintenance parts, office supplies, and software). Total budgeted services and supplies for FY 2017-18 is \$480.6 million with \$185.9 million related to contributions to other agencies including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, grade separation projects, and the Regional Traffic Signal Synchronization program. Contract transportation is budgeted for \$97.1 million.

**Capital and Fixed Assets**

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), which includes vehicle procurements, freeway and capital construction projects, and right-of-way acquisitions totaling \$471.7 million. The majority of the capital investments will be made in freeway projects, OC Streetcar, grade separation projects, and station improvements.

**Salaries and Benefits**

This category includes the cost for salaries and employee benefits budgeted at \$160.2 million. This represents a 1 percent increase from the FY 2016-17 budget. LOSSAN salaries and employee benefits account for less than 1 percent of total salaries and employee benefits.

**Debt Service**

Debt service requirements for FY 2017-18 will be \$34.6 million. Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA's long-term debt obligations, including principal and interest costs. The M2 Debt Service Fund will expend \$28.8 million and the 91 Express Lanes \$5.3 million in principal and interest expense.

**Designation of Funds**

Funds in this category are set-aside for future use. FY 2017-18 has \$142.7 million in designations, of which \$59.4 million will be designated for Measure M2 obligations, and \$59.4 million for future bus program capital expenditures. Toll revenue in the amount of \$19.2 million will be set aside for the future improvements along the 91 corridor.

## 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 2017-18 budget.

### External Sources and Uses Summary

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5100 Passenger Fares	50,984,121	49,898,610	45,974,360
5500 91 Express Lanes Revenue	52,657,954	43,482,706	46,666,362
6020 State Assistance	56,232,783	32,703,739	28,566,653
6030 Federal Operating Assistance Grants	74,086,716	209,188,742	113,950,912
6040 Federal Capital Assistance Grants	60,793,696	62,995,250	224,189,539
6050 Reimbursement from Other Agencies	14,028,439	28,156,858	35,971,551
6100 Property Taxes	14,098,212	13,426,113	15,248,626
6101 Taxes	465,829,718	492,568,476	508,516,617
6103 DMV Fees	3,401,348	2,670,798	3,000,000
6110 License Fees	518,173	520,250	368,241
6200 Interest Income	26,795,997	21,933,506	21,608,951
6300 Other Non-operating Revenue	14,282,804	11,621,763	9,983,320
6540 Bankruptcy Loss Recovery	793,076	0	0
6550 Proceeds Sale of Capital Asset	6,044,633	3,000,000	3,105,200
<b>Subtotal Revenues</b>	<b>\$ 840,547,670</b>	<b>\$ 972,166,811</b>	<b>\$ 1,057,150,332</b>
Use of Prior Year Designations	59,407,939	189,309,536	232,623,022
<b>Total Sources</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>
Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	158,583,541	158,524,027	160,158,621
7300 Purchased Transportation Services	89,046,618	90,431,458	97,064,086
7500 Professional Services	140,033,229	203,930,841	159,068,009
7540 Insurance Claims/Premiums	11,402,320	9,239,122	8,629,343
7600 General and Administrative	12,514,348	11,683,336	13,174,687
7700 Maintenance Parts and Fuel	16,158,897	15,593,111	16,808,187
7800 Contributions to Other Agencies	131,172,284	203,395,592	185,978,859
8111 Interest Expense	27,285,031	26,856,738	26,793,913
8112 Principal Payment On Long Term Debt	7,210,000	7,475,000	7,775,000
9000 Capital Expenditures	93,214,109	365,541,914	471,668,187
<b>Subtotal Expenses</b>	<b>\$ 686,620,377</b>	<b>\$ 1,092,671,139</b>	<b>\$ 1,147,118,892</b>
Designations	213,335,232	68,805,208	142,654,462
<b>Total Uses</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>



## OCTA's Programs

### Measure M2 (M2)

On November 7, 2006, the voters of Orange County chose to extend the M1 half cent sales tax for another 30 years from 2011 through 2041. The M2 Transportation Investment Plan will generate billions of dollars to address current and future transportation needs in Orange County. A 2005 revenue forecast projected sales tax revenue of \$24.3 billion to fund the plan.

In response to the 2008 Great Recession, which resulted in a reduction in projected sales tax, the Board requested that staff review the Measure M plan and the ability to deliver on the promise to voters.

On September 10, 2012, the Board approved the M2020 Plan to provide guidance on program delivery priorities between 2013 and 2020. When the M2020 Plan was developed, projected sales tax revenue over the life of the plan was \$15.5 billion. In March 2016, with continued slower growth in M2 sales tax revenues, the Board

decided to revise the methodology for forecasting sales tax revenues to ensure more accurate revenue assumptions. As a result, the revised projected sales tax revenue over the life of the plan is \$14.2 billion.

On November 14, 2016, the Next 10 Plan was approved by the Board, reflecting new cash flow, schedule, and project information. Overall, original commitments have been carried over from the M2020 Plan with some refinements, which account for cost escalation and external funding constraints as well as new commitments covering the next ten years from 2017 through 2026.

Under the Next 10 Plan, funding for the full M2 Program through 2041 assumes \$1.5 billion in bond proceeds, \$245.4 million in TIFIA proceeds, \$463.4 million in net excess 91 Express Lanes revenue, and over \$2 billion from other federal, state, and local funds.

The M2 Next 10 Plan continues

to allocate 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects. The balance of funds allocated by program will vary year-to-year, depending on the scheduling of projects. The annual budget also includes expenditures that will be reimbursed by external funding sources, rather than M2 funds. The FY 2017-18 budget includes \$170.4 million for the freeway program, \$156.8 million for the streets and roads program, and \$37.3 million for the M2 Transit Program.

### Freeway Program

Relieving congestion on the State Route 91 (SR-91) is a key element of the freeway program and significant progress has already been made including the completion of new lanes, new interchanges and new bridges. The freeway program includes several other major upgrades, such as improvements to the I-5 in South Orange County, I-405 in West Orange County, SR-55 in Central Orange



## Freeway Program



SR-57 Freeway Northbound

County, and SR-57 in North Orange County. Major traffic chokepoints on almost every Orange County freeway are planned to be remedied and are currently moving forward through the project development process. The FY 2017-18 budget for the freeway program is \$170.4 million.

One of the centerpieces of the Next 10 Plan freeway program is the improvements to the I-405 Freeway. Project improvements include adding a general purpose lane in each direction of the I-405 Freeway from Euclid Street to the I-605 Interchange (Project K) and adding an additional lane in each direction that would combine with the existing High Occupancy Vehicle (HOV) lane to provide dual tolled express lanes in each direction on the I-405 from SR-73 to I-605.

In November 2016, the Board approved the award of a design-build contract to OC 405 Partners for the design and construction of the project. The Board also approved the toll operating agreement between OCTA and Caltrans, which addresses all matters related to the design, construction, operation, and maintenance of the 405 Express Lanes.

### Freeway Program

	FY 2017-18
Interstate 405 (Projects K, L)	\$ 90,947,827
Interstate 5 (Projects A, B, C, D)	46,798,003
State Route 55 Improvements (Project F)	15,222,500
Freeway Environmental Mitigation	7,124,700
State Route 57 Improvements (Project G)	6,017,500
State Route 91 Improvements (H, I, J)	3,107,000
West County Connectors	985,000
Interstate 605 Improvements	185,000
<b>Total</b>	<b>\$ 170,387,530</b>

## Freeway Program

### FY 2016-17 Accomplishments

When originally passed, 13 freeway projects were highlighted in the M2 Transportation Investment Plan. Since then, these projects have been segmented into 27 projects. Of these, nine freeway projects have been completed to date, including northbound lanes on the SR-57 and I-5/Ortega Interchange.

The Construction Management Association of America (CMAA) honored OCTA in 2016 with the Design Quality Partner Award with HDR for the SR-57 Northbound Widening Project.



**Environmental Mitigation Program / Streets and Roads Program**

**Environmental Mitigation Program**

The Environmental Mitigation Program (EMP) is designed to address biological impacts from the M2 freeway projects and is achieved through a comprehensive mitigation effort in exchange for streamlined approval by state and federal agencies of the M2 freeway projects.

To date, OCTA has acquired seven properties in Trabuco Canyon, Silverado Canyon, Brea, and Laguna Beach (Preserves) totaling approximately 1,300 acres, and funded 11 habitat restoration projects to restore approximately 350 acres of open space lands throughout Orange County. The restoration project plans have been approved by the wildlife agencies and are currently at various stages of implementation.

As part of the Conservation Plan process, in 2014, the Board approved a non-wasting endowment target of \$34.5 million for long-term management of the conservation properties. In September 2016, the Board approved the selection of California Community Foundation to serve as endowment fund manager for the M2 EMP. It is estimated that

the endowment will be fully funded over the course of the next 15 years. To date, approximately \$35 million has been awarded to 166 projects. In FY 2017-18, the M2 EMP has a budget of approximately \$7.1 million.

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 programs. The FY 2017-18 budget includes \$10.6 million for grant payments to Tier 1 and Tier 2 projects.

**Streets and Roads Program**

Orange County has more than 6,500 lane miles of aging streets and roads, many in need of repair and rehabilitation. The Streets and Roads Program comprises the Regional Capacity Program, the Regional Traffic Signal Synchronization Program (RTSSP) and the Local Fair Share Program, all of which are designed to help fix potholes, improve inter-

**Streets and Roads Program**

**FY 2016-17 Accomplishments**

Completed construction of the Orangethorpe Avenue and Tustin/Rose Avenue railroad grade separations.

Delivered ten signal synchronization projects on behalf of multiple cities that resulted in significant travel time improvements for approximately 73 miles of arterials and 261 signalized intersections.

Awarded \$38 million in Regional Capacity Program funds to 19 local agency projects and \$12.43 million in Regional Traffic Signal Synchronization Program funds to seven local agency projects.

sections, synchronize traffic signals county-wide, and make the existing network of streets and roads safer and more efficient. The FY 2017-18 budget for the Streets and Roads Program is \$156.8 million.

*Placentia Avenue Grade Separation Project*



## Streets and Roads Program / M2 Transit Program

<b>Streets and Roads Program</b>	<b>FY 2017-18</b>
Local Fair Share (Project Q)	\$ 54,014,941
Regional Capacity Program (Project O)	52,470,000
OC Bridges (Project O)	22,213,900
Regional Traffic Signal Synchronization (Project P)	17,129,643
Clean-up Highway/Street Runoff (Project X)	10,565,500
Bristol Street Widening Project	400,000
<b>Total</b>	<b>\$ 156,793,984</b>

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 targets projects that help traffic the most by considering factors such as degree of congestion relief, cost effectiveness and project readiness. To date, there have been seven annual Call for Projects for the Regional Capacity Program totaling \$263.4 million.

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. Four of the seven OC Bridges grade separation projects have been completed. In FY 2017-18, a total of \$22.2 million has been budgeted for

the OC Bridges projects. Construction and cooperative agreements with the Cities has been budgeted at \$15.9 million and \$6.3 million for right-of-way expenditures.

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 seven annual Call for Projects, totaling \$72.1 million in awards.

The Local Fair Share Program assists cities and the County of Orange in keeping up with the rising cost of repairing the aging street system. Local agencies have the opportunity to use these funds for other local transportation needs, including residential street projects, traffic and pedestrian safety near schools, and signal priority for emergency vehicles. The FY 2017-18 budget has allocated \$54 million to the project, up 2% from FY 2016-17.

### M2 Transit Program

The M2 Transit Program consists of various programs targeted to improve

rail and bus service and facilities in Orange County. The FY 2017-18 budget for the Transit Program is \$37.3 million.

The High Frequency Metrolink Service Program provides funding for increased rail service within Orange County. This program provides for track improvements, upgraded stations, added parking, safety improvements and other related needs to accommodate expanded service. In FY 2017-18, \$15.4 million has been budgeted for replacement of the 100-year-old San Juan Creek Bridge. The remaining budget of \$3.8 million will be used for the Control Point at 4th Street and the 17th Street Grade Separation projects.

The Transit Extensions to Metrolink Program established a competitive program for local jurisdictions to broaden the reach of the rail system to communities and key employment, population, and activity centers that are not immediately adjacent to the Metrolink corridor. The OC Streetcar Project is one such example of this program. Goals for FY 2017-18 include services to identify a Locally Preferred Alternative (LPA) to the Central Harbor Boulevard Transit Corridor and payments to the City of Anaheim for the Anaheim Canyon Station Project.

<b>M2 Transit Program</b>	<b>FY 2017-18</b>
Grade Crossings & Other Rail Capital Projects (Project R)	\$ 19,192,500
Community Based Transit Circulator (Project V)	8,393,698
Senior Mobility and Non-Emergency Medical Programs (Project U)	6,298,036
Transit Extensions to Metrolink (Project S)	1,361,530
iShuttle	1,206,554
Safe Transit Stops (Project W)	852,000
<b>Total</b>	<b>\$ 37,304,318</b>

## M2 Transit Program / Rail Program

The Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) provides funds to support mobility choices for seniors and persons with disabilities. This funding supports the senior and disabled fare stabilization program described above, as well as the Senior Mobility Program (SMP), and the County of Orange Senior Non-Emergency Medical Transportation Program (SNEMT). In FY 2017-18, this program will allocate 3 percent of M2 sales tax revenues to over 35 cities and agencies to provide services and stabilize transit fares.

Under the SMP 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.

The Community Based Transit/Circulators Program (Project V) is a competitive program for local jurisdictions to develop bus transit services such as community based circulators, shuttles, and bus trolleys that complement regional bus and rail services, as well as meet needs in areas not adequately served by regional transit.

Since 2013, the Board has approved approximately \$36.9 million to fund 29 community-based transit service projects (22 capital and operations grants and 7 planning grants). The FY 2017-18 budget includes \$8.4 million for approved projects in 19 cities and the County of Orange.

The Safe Transit Stops Program provides for passenger amenities at the 100 busiest transit stops across the County. The stops will be designed to ease transfers between bus lines

and provide passenger amenities such as improved shelters, lighting, current information on bus and train timetables and arrival times, and transit ticket vending machines. The entire FY 2017-18 budget of \$852 thousand is allocated to Project W grant payments.

### Rail

Rail service for OCTA centers on Metrolink, Southern California's

the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura. OCTA is one of the five member agencies that fund Metrolink.

Metrolink has served as the link between six Southern California counties by providing commuters transportation connectivity for medium to long-range trips. Metrolink has grown tremendously after more than 20 years in service, expanding from three service lines and 11 stations to seven service lines and 55 stations, all over a 512 route-mile network.

There are three rail lines serving Orange County: the Orange County Line, the Inland Empire-OC Line, and the 91/Perris Valley Line. The number of trips serving Orange County in FY 2017-18 will remain constant at 60 weekday trips, and 16 weekend trips.

The number of passengers within the Orange County system for FY 2015-16 was 4,488,458. OCTA anticipates the number of riders will grow to 4,834,911 in FY 2016-17, and continue to increase in FY 2017-18.

The Rail Program is currently facing the challenge of expanding stations to match growing demand for rail service in Orange County. Major rail station improvements are currently underway at various locations throughout the County to meet this demand. Included in this are structural, security, access, and capacity improvements at each station.

In FY 2017-18, the Rail Program also faces the challenge of maintaining and updating the overall rail system in Orange County. To address these challenges, OCTA, in cooperation with the Southern California Regional Rail Authority (SCRRA), is working to provide rail signal, communications, positive train control system installation, and modifications across the County.

The Rail budget of \$109.2 million in FY 2017-18 consists of both operating and capital expenses. Operating expenses

### M2 Transit Program

#### FY 2016-17 Accomplishments

Under the Senior Mobility Program, 31 cities are participating in the SMP program.

Under the Senior Non-Emergency Medical Transportation Program, approximately 140,000 trips for non-emergency services will be provided in FY 2016-17.

Under the Community Based Circulators program, the Board has approved two rounds of funding, totaling over \$36.8 million for 22 projects and seven planning grants in various cities.

For the Safe Transit Stops program, the Board has approved up to \$1.2 million for 51 projects. Upgrades to 13 of the busiest stops in Brea, Costa Mesa, Irvine and Westminster have been completed to date.

Final design has been completed for the San Juan Creek bridge replacement program.

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

**Rail Program (Continued)**

<b>Rail Program</b>	<b>FY 2017-18</b>
Placentia Metrolink Rail Station	\$ 24,209,800
Laguna Niguel to San Juan Capistrano Passing Siding	23,490,500
Orange Transportation Center Parking Expansion	20,918,108
Rail Station Improvements	4,830,500
LOSSAN Slope Stabilization	3,330,000
<b>Total</b>	<b>\$ 76,778,908</b>

in FY 2017-18 are budgeted at \$32.4 million. OCTA's portion of the Metrolink subsidy is \$28.2 million and authorizes the use of FTA funds to fully fund capital rehabilitation projects in the amount of \$6 million. Capital expenditures are anticipated to reach \$76.8 million.

OCTA is serving as the local managing agency for the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN) Agency. The FY 2017-18 budget includes nine dedicated OCTA staff who will administer the LOSSAN agency, based on and compensated by contractual agreement.

Goals for FY 2017-18 include:

- Increase ridership by providing safe, reliable passenger rail service and offering rail as a convenient alternative mode of transport to special events.
- Enhance accessibility and mobility at stations and other passenger facilities by ensuring compliance with Americans with Disabilities Act (ADA) requirements and easing rail transfers with other trans-

portation modes including bus transit, bicycling, walking, transportation network services, and personal vehicles.

- Expand opportunities to access rail service through the addition of rail stations and station improvements including parking and passenger amenities.
- Increase rail capacity and efficiency through implementation of track and signal improvements.
- Plan and develop rail projects to support future service growth including development of shelf ready projects.

**Rail Program**

**FY 2016-17 Accomplishments**

Construction and construction management contract awarded for Orange Metrolink station parking structure.

Planning and environmental compliance completed for 17th Street grade separation project.

Special trains provided a convenient alternative transport option for new and regular riders to attend events including: Festival of Lights, Rams football games, Lunar New Year festivities and Angels baseball games.

Early preparation for winter storms combined with Metrolink coordination resulted in minimal storm damage along the OCTA-owned railroad right of way and few delays to passenger rail service.



**OC Streetcar**

OC Streetcar	FY 2017-18
Capital	\$ 224,899,244
Professional Services	7,246,502
Contributions to Other Agencies	1,513,100
<b>Total</b>	<b>\$ 233,658,846</b>

To complement Orange County’s Metrolink service, passengers need a way to get to their final destination after getting off a train. Through Transit Extensions to Metrolink, the cities of Santa Ana and Garden Grove developed a fixed-guideway project that would address this need.

After evaluating many alternatives and extensive outreach, a streetcar was chosen as the preferred alternative.

Expected to begin operations in 2020, the OC Streetcar will link the bustling Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, and intercity and international bus services, to a new multimodal hub at Harbor Boulevard/ Westminster Avenue in Garden Grove.

OC Streetcar will serve the historic downtown Santa Ana and Civic Center which includes government offices, federal, state and local courthouses, unique restaurants and shops, an artists’ village, several colleges and

a variety of community enrichment organizations.

OCTA, in coordination with the Federal Transit Administration (FTA) and the cities of Santa Ana and Garden Grove, is the lead agency to design, construct, operate, and maintain a 4.15-mile streetcar system connecting the Santa Ana Regional Transportation Center, through downtown Santa Ana, to Harbor Boulevard and Westminster Avenue in the City of Garden Grove. Along the way, OC Streetcar is expected to connect directly with 18 OCTA bus routes.

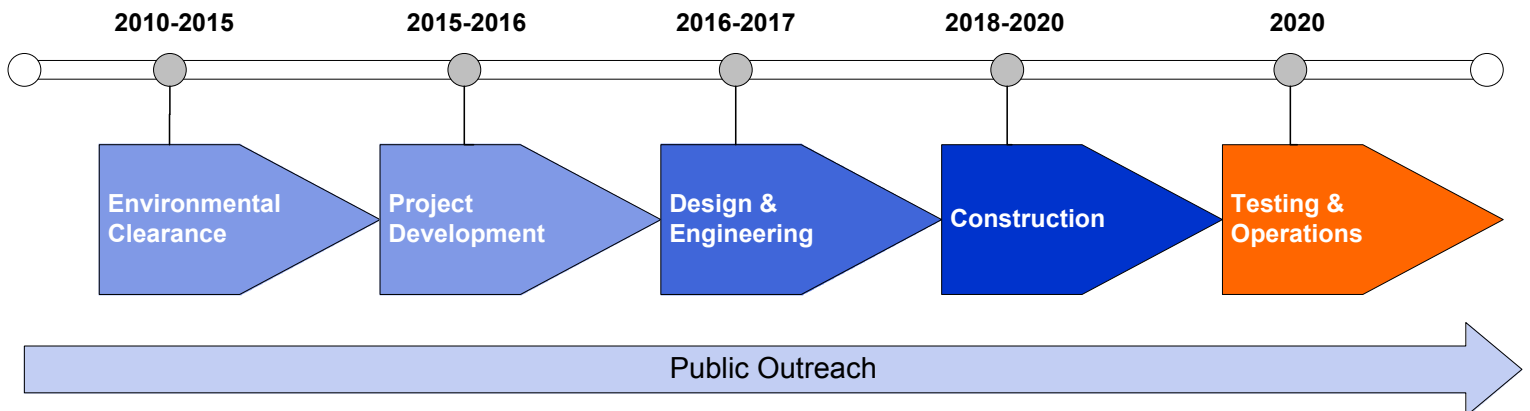
In August 2014, OCTA became the lead agency for project development, engineering, construction, operations, and maintenance of the OC Streetcar project.

The OC Streetcar project was approved for entry into the FTA New Starts project development phase in May 2015.

In February 2016, the Obama Administration announced that it had included \$125 million for the OC Streetcar in the President’s Budget for the upcoming fiscal year.

OC Streetcar was approved for entry into engineering in January 2017. This action is a major step forward signaling the federal government’s continued endorsement and financial support. OCTA will request a full-funding grant agreement with the FTA in May 2017, with plans to execute that agreement in September.

Construction is scheduled to commence in May 2018 and is scheduled for completion in May 2020.



## 91 Express Lanes



### 91 Express Lanes

The 91 Express Lanes is a four-lane, 10-mile toll road built in the median of California's SR-91 between the Orange/Riverside County line and the SR-55.

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 included a non-compete provision and 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 1010 (Correa) eliminated the noncompete provision, clearing the way for future enhancements along the SR-91 corridor.

In what has been a successful partnership, Cofiroute USA has been the sole operator of the 91 Express Lanes since OCTA took ownership in 2003. With the extension of the Express Lanes into Riverside County, a new joint operation agreement was entered between OCTA, Riverside County Transportation Commission, and Cofiroute USA. This new agreement creates operational efficiencies, and overall cost savings for OCTA.

In FY 2016-17, OCTA repaved the 91 Express Lanes for the first time in its 21-year history without using taxpayer money by utilizing the Express Lanes

Capital Reserve Fund.

A goal of the 91 Express Lanes for the upcoming fiscal year is the successful procurement and installation of new in-lane toll equipment.

The 91 Express Lanes expenditure budget of \$68.9 million represents a 10 percent or \$7.7 million decrease over the FY 2016-17 budget. The budget provides \$10 million for replacement of electronic toll and traffic management systems. The 91 Express Lanes operations contract is budgeted at \$7.2 million. As approved by the Board, the 91 Express Lanes will contribute \$14.3 million for the Placentia Metrolink Station construction. Designations of \$19.2 million within the 91 Express Lanes will be used to make future improvements along the corridor.



## 405 Express Lanes

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

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

Because the I-405 is owned by the California Department of Transportation (Caltrans), OCTA entered into a cooperative agreement with Caltrans to define the roles and responsibilities of each agency. The Express Lanes will be owned by Caltrans, but leased to OCTA for a period of 40 years, beginning on the first day the 405 Express Lanes opens for public use and toll operations.

The FY 2017-18 budget allocates \$17.7 million towards these goals:

- Finalize financing plan
- Commence construction
- Select Toll Systems integrator
- Issue request for proposal for Operational Services.

**405 Express Lanes**

**FY 2016-17 Accomplishments**

The biggest accomplishment of the year was OCTA's execution of the overall project construction contract for \$1.2 billion. The design/build contract was awarded to OC 405 Partners, a joint venture led by OHL USA Incorporated and Astaldi Construction Corporation.

Another accomplishment in FY 2016-17 was the Board approval of an initial toll policy for the I-405 Express Lanes. A study was conducted by an outside contractor, and based on that study, a toll policy was approved aimed at maximizing throughput in the corridor while at the same time being able to pay the financing obligations that were secured to help fund construction of the lanes.

<b>405 Express Lanes</b>	<b>FY 2017-18</b>
Professional Services	\$ 4,898,154
Capital	12,333,531
Interest Expense	480,000
<b>Total</b>	<b>\$ 17,711,685</b>

Photo shows planned express lanes on the 405.



## 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.

### SAFE

SAFE is comprised of the Freeway Call Box, the Freeway Service Patrol, and the Southern California 511 programs. California statute authorized SAFE in 1985 to enable counties to generate revenue for the purpose of purchasing, installing, operating, and maintaining a system of motorist aid call boxes.

SAFE's FY 2017-18 budget of \$8.5 million is a 9 percent or \$666 thousand increase over the FY 2016-17 adopted budget.

Goals for FY 2017-18 include implementing improvements to FSP tracking and data collection application through the Performance Measurement System which will allow OCTA staff to easily evaluate FSP service benefits, performance, and cost effectiveness.

### OCTAP

The OCTAP Program is responsible for regulating all taxicab companies,

### SAFE Program

#### FY 2016-17 Accomplishments

SAFE accomplishments for FY 2016-17 include completing the call box rehabilitation and reduction program, and installing 511 signs at transit centers.

vehicles, and drivers operating in Orange County.

Due to the impact of transportation network companies, the OCTAP model is unsustainable. OCTA is meeting with member agency representatives to determine the financial viability of the program into the future.

Expenditures for the OCTAP Program have outpaced revenue sources. OCTA has decreased costs by reducing the number of positions required to administer the program by 1.4 FTEs. Even with cost reductions, the OCTAP FY 2017-18 budget of \$691 thousand was balanced only with an assumption of a new external revenue source. Without this new revenue source, the program is anticipated to exhaust reserves by the second half of the fiscal year.



## Transit Program

### 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 safe, reliable, and convenient service throughout the County that is sustainable over the long-term.

The level of bus service that OCTA provides is highly dependent upon the receipt of several major revenues sources. These major revenues include the LTF one-quarter 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. Since the 2008 recession, this funding source has grown every year for the past six years. The FY 2017-18 LTF budget of \$162.2 million is based on an estimated sales tax growth rate of 2.8 percent, which is consistent with the July 2016 forecast provided by MuniServices, LLC.

Federal grants supporting operating and capital expenditures are also an important source of revenue for the Bus Program. Approximately \$60.7 million in federal grants are in the budget funding expenditures such as preventative maintenance, capital cost of contracting, ACCESS service, and other transit program initiatives.

### Fixed-Route Service

Fixed-route boardings are anticipated to reach 36.9 million in FY 2017-18, with fare revenue budgeted at \$41.3 million. OCTA expects to receive approximately \$16 million in State Transit Assistance Funding (STAF) in FY 2017-18 based on estimates provided by the State Controller to support capital expenditures.

On April 16, 2017, the State of California approved SB-1. This bill will provide an additional \$12.9 million of STAF funding to the Bus Program in FY 2017-18, totaling \$28.9 million.

## Transit Program

### FY 2016-17 Accomplishments

In FY 2016-17 OCTA implemented OC Bus 360°. The goal of OC Bus 360° is to increase bus system ridership through a series of initiatives. These initiatives include improving bus travel times and frequencies, expanding access to route and real time information, introducing mobile ticketing, and evaluating fares.

OCTA reallocated fixed-route bus service in FY 2016-17 to optimize efficiency and effectiveness of the overall bus system.

OCTA also continued the transition of fixed-route service to the contracted service provider, achieving a level of 40 percent.

New 40-foot and 60-foot compressed natural gas buses were accepted and deployed in fixed route service.

Maintenance and operation of the iShuttle was transitioned from the City of Irvine to OCTA.

Project V services were implemented on behalf of the City of Westminster and the City of Mission Viejo.

OCTA completed the Transit Center Modernization and Parking Study, as well as an upgrade of Ellipse asset management software and of Trapeze paratransit scheduling software.

The Bravo! 560 route and 53X route were both implemented in FY 2016-17.

OCTA implemented the Same Day Taxi Mobile Application.

The FY 2017-18 budget includes service levels of 1.6 million Revenue Vehicle Hours (RVH). Approximately 40 percent of fixed-route service is operated by the contracted service provider.

Goals for FY 2017-18 include:

- Complete review of preventive maintenance and mid-life practices and implement changes as appropriate.
- Increase ridership.
- 85 percent on-time performance.
- Retire all Liquefied Natural Gas buses and begin removal of underground storage tanks.
- Complete repower of buses with near-zero emission engine.
- Upgrade control panel on the fire suppression/methane detection system on 299 buses.
- Implement improvements to enhance security and customer experience at transit centers based on Transit Center Modernization and Parking Study.
- Implement mobile/paperless solution for the processing of maintenance work orders.

### ACCESS

The ACCESS Program provides complementary transit service to persons with disabilities as required by the ADA. To mitigate the cost of providing ACCESS services, the use of supplemental taxi services is one of a variety of measures being employed along with other strategies recommended in the Transit System Study (TSS). OCTA also continues its focus on developing partnerships to provide alternative transportation options for seniors and persons with disabilities.

For FY 2017-18 OCTA anticipates delivering 527,440 RVH of primary ADA service, and 333,295 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 4 years.

## Transit Program (Continued)

In FY 2017-18 OCTA anticipates executing the first option term of that contract.

### Express Service

OCTA currently operates a total of eight express routes to multiple destinations within Orange County and neighboring counties. These routes constitute 25 thousand RVH of the total fixed-route service, and offer a convenient option for riders traveling as far as Riverside, Los Angeles, and San Bernardino counties.

### M2 Fare Stabilization

M2 allocates 1.47 percent of net revenues to stabilize fares for seniors and persons with disabilities. This revenue is included as farebox revenue, and the calculation of the farebox recovery ratio. For FY 2017-18, the program is budgeted at \$5.4 million.

### JARC/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., Alzheimer's Family Services, Boys and Girls Club of Huntington Beach, County of Orange/Office on Aging, Dayle McIntosh Center, Jewish Family Services of Orange County, North Orange County Community College District, and Women Helping Women.

Under 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 expenses. The FY 2017-18 budget includes \$1.2 million for the JARC and New Freedom Program.

### 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 below highlights the FY 2017-18 approved bus service levels, projected boardings, operating cost, and fare revenue by mode of service.

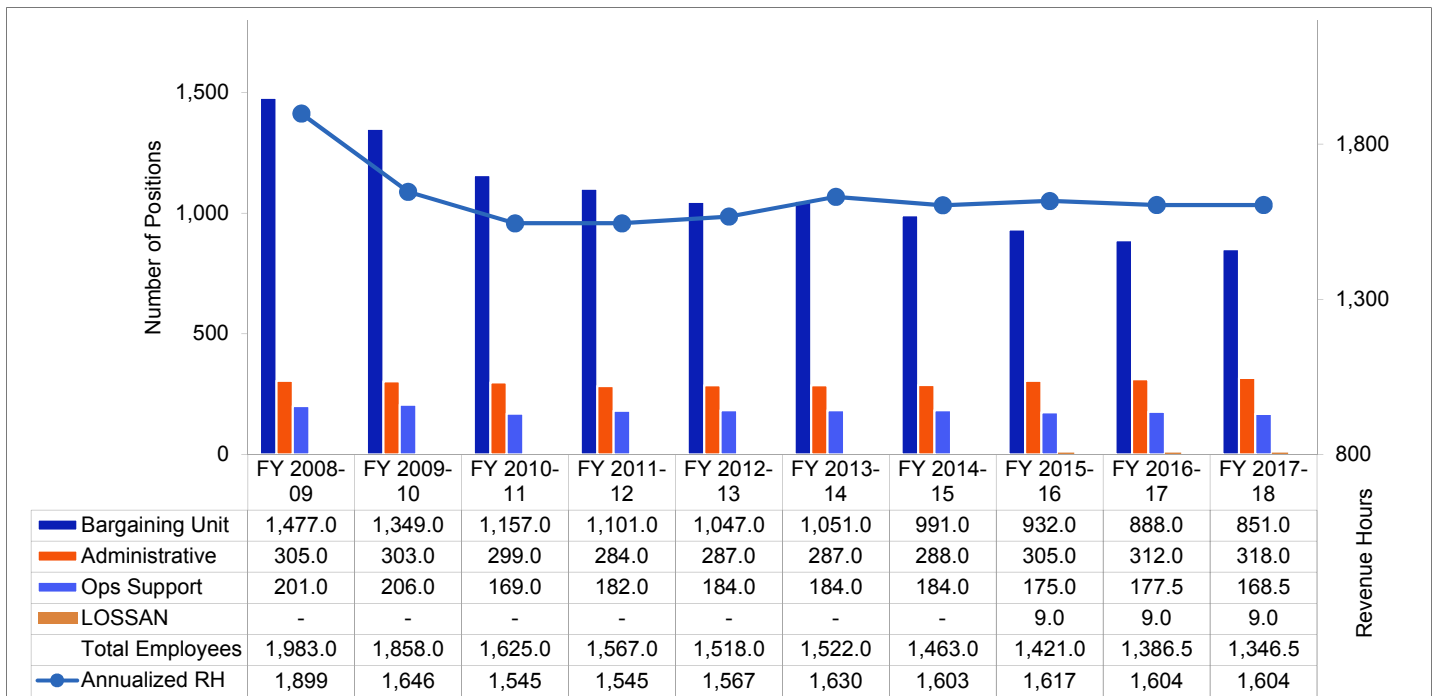
### FY 2017-18 Proposed Budget

	Performance Indicators	Directly Operated Fixed Route	Contracted Fixed Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	System Total
<b>Service Provided</b>	Vehicle Hours (VH)	1,056,965	730,050	705,929				2,492,943
	Vehicle Miles (VM)	13,482,888	10,662,346	9,501,571				33,646,805
	Revenue Hours (RVH)	969,944	633,873	527,440				2,131,257
	Revenue Miles (RVM)	11,392,003	8,200,874	7,899,806				27,492,684
<b>Passenger Usage</b>	Boardings	25,730,412	11,218,605	972,377	333,295	147,697	279,000	38,681,386
	Boardings per VH	24.34	15.37	1.38				15.52
	Boardings per VM	1.91	1.05	0.10				1.15
	Boardings per RVH	26.53	17.70	1.84				18.15
	Boardings per RVM	2.26	1.37	0.12				1.41
<b>Operating Costs</b>	Costs	\$133,736,764	\$66,373,992	\$47,812,850	\$16,990,715	\$1,849,239	\$7,309,261	\$274,072,821
	Cost per VH	\$126.53	\$90.92	\$67.73				\$109.94
	Cost per VM	\$9.92	\$6.23	\$5.03				\$8.15
	Cost per RVH	\$137.88	\$104.71	\$90.65				\$128.60
	Cost per RVM	\$11.74	\$8.09	\$6.05				\$9.97
	Cost per Boarding	\$5.20	\$5.92	\$49.17				\$7.09
<b>Fare Revenues</b>	Revenue	\$28,721,567	\$12,590,450	\$5,266,429	\$1,295,554			\$47,874,000
	Revenue per VH	\$27.17	\$17.25	\$8.61				\$19.20
	Revenue per VM	\$2.13	\$1.18	\$0.64				\$1.42
	Revenue per RVH	\$29.61	\$19.86	\$11.52				\$22.46
	Revenue per RVM	\$2.52	\$1.54	\$0.77				\$1.74
	Revenue per Boarding	\$1.12	\$1.12	\$6.25				\$1.24
<b>Farebox Recovery Ratio</b>		<b>21.48%</b>	<b>18.97%</b>	<b>11.01%</b>				<b>17.47%</b>
<b>Farebox Recovery Ratio (Per Senate Bill 508: Revisions to the Transportation Development Act)</b>								<b>24.49%</b>

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

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 tax for public transit purposes.

## Administration Program



OCTA's Administration Program provides the staff to oversee Rail, Freeways, Streets and Roads, Express Lanes, OC Streetcar, Motorist Services and Bus programs.

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

### Cost Allocation

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

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

OCTA uses a robust cost allocation

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

The Accounting Department applies the cost allocation methodology to allocate costs monthly, with an annual adjustment at the end of the fiscal year. The budget uses the allocation rates from the most recent complete fiscal year as a starting point. The FY 2017-18 budget uses the rates by which costs were allocated in FY 2015-16, and then adjusts allocation for significant changes to General Fund service utilization.

### Staffing Levels Comparison

OCTA's historical staffing and RVH are presented on the chart above. OCTA's staffing levels decreased

proportionately with the reductions in revenue vehicle hours caused by the economic recession of 2007. In FY 2017-18, staffing levels will further decrease based on the plan to convert a portion of directly operated service to a contracted service provider.

### LOSSAN Agency

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. The LOSSAN is administered by nine dedicated OCTA staff. These positions are funded through the Interagency Transfer Agreement (ITA) with the State of California.

### OCTA's Funds

Following this Executive Summary is a section explaining each of OCTA's funds and presenting the balanced budget for FY 2017-18.

### OCTA's Divisions

The last third of this document provides detailed information on each division and provides organizational charts, department descriptions, and financial information to provide more information on the administrative program that supports the OCTA.

## Department Staffing

OCTA is comprised of seven divisions. Each division is organized by department. The table below shows staffing levels for FY 2015-16 through FY 2017-18.

Division / Department	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Office</u>			
Risk Management	5.00	5.00	5.00
Internal Audit	6.00	6.00	6.00
Public Information Office	3.00	3.50	3.50
Clerk of the Board	4.00	4.00	4.00
Security Assessment	3.00	4.00	4.00
<b>Executive Office</b>	<b>21.00</b>	<b>22.50</b>	<b>22.50</b>
<u>Finance and Administration</u>			
Executive Director, Finance and Administration	4.00	4.00	4.00
Accounting and Financial Reporting	24.00	22.00	22.00
Financial Planning and Analysis	12.00	9.00	11.00
Grants and Revenue Management	.00	6.00	6.00
Contracts Administration and Material Management	59.00	57.00	57.00
Information Systems	38.00	39.00	40.00
General Services	19.00	20.00	19.00
Treasury Department	2.00	2.00	2.00
91 Express Lanes	3.00	3.00	3.00
<b>Finance and Administration</b>	<b>161.00</b>	<b>162.00</b>	<b>164.00</b>
<u>Human Resources and Org. Development</u>			
Executive Director of HR&OD	2.00	2.00	2.00
Human Resources	19.00	19.00	20.00
Learning and Development	4.00	5.00	4.00
Risk Management	7.00	7.00	7.00
Labor and Employee Relations	6.00	6.00	5.00
Safety	7.00	7.00	8.00
<b>Human Resources and Org. Development</b>	<b>45.00</b>	<b>46.00</b>	<b>46.00</b>
<u>Planning</u>			
Executive Director, Planning	5.00	5.00	5.00
Director, Strategic Planning	4.00	3.00	3.00
Planning and Analysis	21.00	23.00	24.00
Capital and Local Programs	9.00	10.00	10.00
<b>Planning</b>	<b>39.00</b>	<b>41.00</b>	<b>42.00</b>
<u>Capital Programs</u>			
Executive Director, Capital Programs	14.00	14.00	14.00
Rail	13.00	14.00	14.00
Highway Programs	12.00	12.00	12.00
OC Streetcar	.00	.00	1.00
LOSSAN Staff Administration	9.00	9.00	9.00
<b>Capital Programs</b>	<b>48.00</b>	<b>49.00</b>	<b>50.00</b>

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## Department Staffing (Continued)

Division / Department	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>External Affairs</u>			
Executive Director, External Affairs	10.00	10.50	10.50
Marketing and Public Outreach	3.00	3.00	3.00
Marketing & Customer Engagement	13.00	13.00	13.00
OCTD Marketing & Engagement	6.00	6.00	6.00
Public Outreach	11.00	12.00	12.00
Vanpool	2.00	2.00	2.00
Rideshare	2.00	2.00	1.00
<b>External Affairs</b>	<b>47.00</b>	<b>48.50</b>	<b>47.50</b>
<u>Transit</u>			
O.C. Taxicab Administration Program	4.00	4.00	3.00
Motorist Services	4.00	4.00	4.00
General Manager Transit	5.00	6.00	3.00
Bus Operations	780.00	745.50	705.50
Community Transportation Services	6.00	7.50	8.50
Maintenance	239.00	230.50	231.50
Service Planning and Customer Advocacy	11.00	13.00	12.00
Transit Programs Management	4.00	.00	.00
Contracted Services	7.00	7.00	7.00
<b>Transit</b>	<b>1,060.00</b>	<b>1,017.50</b>	<b>974.50</b>
<b>Total Authority</b>	<b>1,421.00</b>	<b>1,386.50</b>	<b>1,346.50</b>

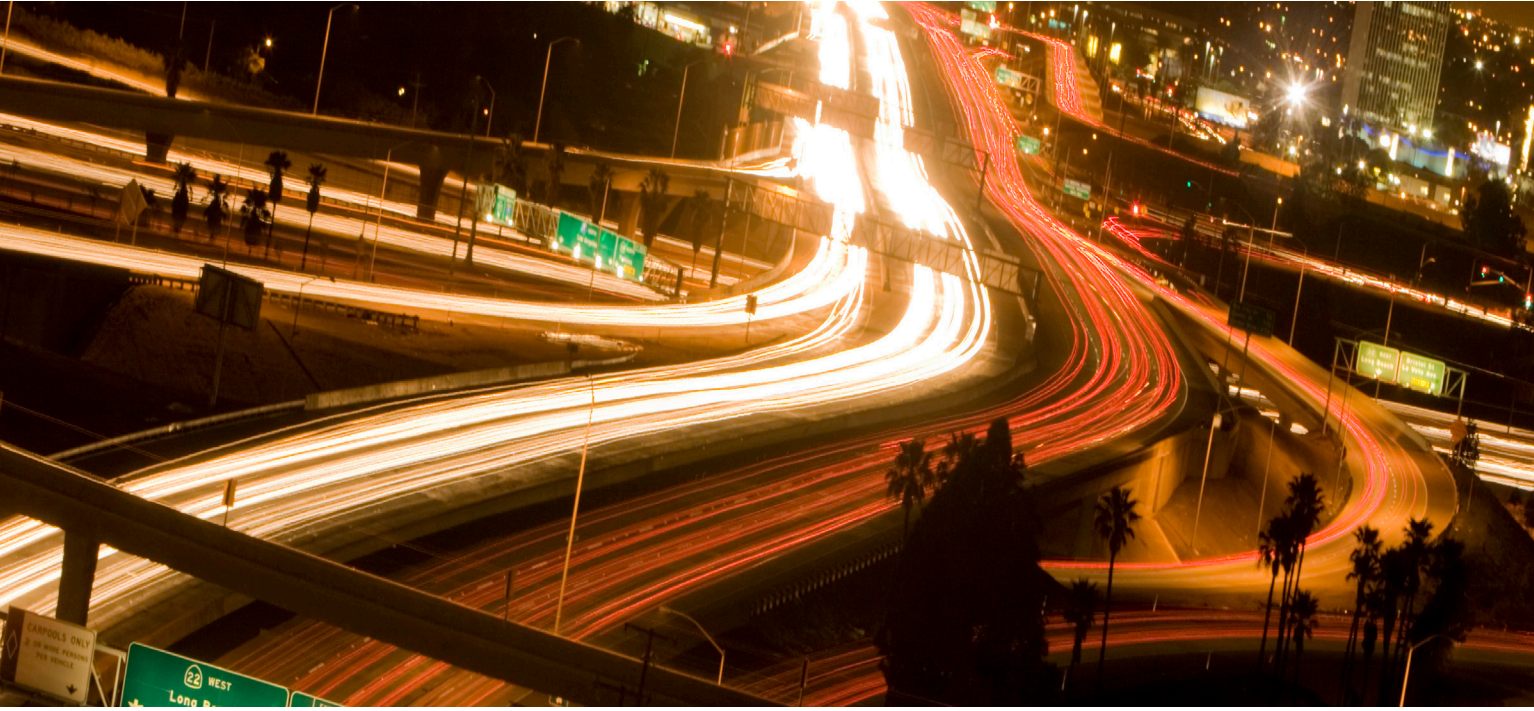


**OCTA**





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## Financial Reports

The Financial Reports section provides a summary of OCTA's sources and uses; including use of prior year designations and designations in the FY 2017-18 budget.

### External Sources and Uses Summary

#### Sources Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5100 Passenger Fares	50,984,121	49,898,610	45,974,360
5500 91 Express Lanes Revenue	52,657,954	43,482,706	46,666,362
6020 State Assistance	56,232,783	32,703,739	28,566,653
6030 Federal Operating Assistance Grants	74,086,716	209,188,742	113,950,912
6040 Federal Capital Assistance Grants	60,793,696	62,995,250	224,189,539
6050 Reimbursement from Other Agencies	14,028,439	28,156,858	35,971,551
6100 Property Taxes	14,098,212	13,426,113	15,248,626
6101 Taxes	465,829,718	492,568,476	508,516,617
6103 DMV Fees	3,401,348	2,670,798	3,000,000
6110 License Fees	518,173	520,250	368,241
6200 Interest Income	26,795,997	21,933,506	21,608,951
6300 Other Non-operating Revenue	14,282,804	11,621,763	9,983,320
6540 Bankruptcy Loss Recovery	793,076	0	0
6550 Proceeds Sale of Capital Asset	6,044,633	3,000,000	3,105,200
<b>Subtotal Revenues</b>	<b>\$ 840,547,670</b>	<b>\$ 972,166,811</b>	<b>\$ 1,057,150,332</b>
Use of Prior Year Designations	59,407,939	189,309,536	232,623,022
<b>Total Sources</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	158,583,541	158,524,027	160,158,621
7300 Purchased Transportation Services	89,046,618	90,431,458	97,064,086
7500 Professional Services	140,033,229	203,930,841	159,068,009
7540 Insurance Claims/Premiums	11,402,320	9,239,122	8,629,343
7600 General and Administrative	12,514,348	11,683,336	13,174,687
7700 Maintenance Parts and Fuel	16,158,897	15,593,111	16,808,187
7800 Contributions to Other Agencies	131,172,284	203,395,592	185,978,859
8111 Interest Expense	27,285,031	26,856,738	26,793,913
8112 Principal Payment On Long Term Debt	7,210,000	7,475,000	7,775,000
9000 Capital Expenditures	93,214,109	365,541,914	471,668,187
<b>Subtotal Expenses</b>	<b>\$ 686,620,377</b>	<b>\$ 1,092,671,139</b>	<b>\$ 1,147,118,892</b>
Designations	213,335,232	68,805,208	142,654,462
<b>Total Uses</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

## Financial Reports (Continued)

### External Revenues and Use of Designations

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5110 Farebox Revenue	21,970,013	21,328,883	17,397,498
5150 Pass Sales	14,199,272	11,977,086	9,844,402
5180 Coupon Sales	3,359,977	3,249,124	2,948,984
5220 Direct Route Subsidy	7,823,994	10,595,376	10,954,712
5240 Passenger Revenue Subsidy	3,205,596	2,419,200	4,540,824
5260 Miscellaneous Transit Revenue	5,103,604	5,028,941	4,287,940
5510 91 Express Lanes Revenue	39,043,835	35,913,025	40,093,954
5550 Tollroad Fee Income	13,506,233	7,569,681	6,572,408
5580 Tollroad Income Other	107,886	0	0
6020 State Assistance	56,232,783	32,703,739	28,566,653
6030 Federal Operating Assistance Grants	74,086,716	209,188,742	113,950,912
6040 Federal Capital Assistance Grants	60,793,696	62,995,250	224,189,539
6050 Other Financial Assistance	16,407,601	28,156,858	35,971,551
6100 Taxes	483,329,278	508,665,387	526,765,243
6110 Operator Licenses	518,173	520,250	368,241
6200 Interest Income	26,795,997	21,933,506	21,608,951
6310 Rental Income	2,149,638	1,221,128	1,038,057
6330 Fees and Fines	219,814	146,063	147,935
6350 Insurance Recoveries	1,052,122	1,457,500	850,000
6370 Miscellaneous	3,803,733	4,097,072	3,947,328
6540 Bankruptcy Loss Recovery	793,076	0	0
6550 Proceeds Sale of Capital Asset	6,044,633	3,000,000	3,105,200
<b>Total Revenues</b>	<b>\$ 840,547,670</b>	<b>\$ 972,166,811</b>	<b>\$ 1,057,150,332</b>
91 Express Lanes Pavement Improvement	0	22,501,359	800,000
Anaheim Access Road	0	785,000	0
Anaheim Canyon Station Project	0	180,000	0
Bond Issue FY 2013-14 Refinance	0	0	5,295,325
Bristol Street Widening Project	0	13,000,000	400,000
Commuter Rail Capital Improvements	0	901,410	0
Commuter Rail Operations	28,244,698	26,919,000	26,785,812
Draw down against actuarial reserves	0	4,163,340	4,084,736
Excess bond debt to M2	11,101	6,958,171	6,655,959
Freeway Service Patrol	3,797,255	509,819	937,763
Fullerton Station Elevator Upgrade	0	903,000	0
Fullerton Stair Repairs	0	12,000	0
High Occupancy Vehicle Lane Projects	44,388	0	0
I-405 Express Lanes Administration	2,014,379	0	0
I-405, SR-55 to I-605	0	11,210,878	0
I-5 (Route 22 to Haster)	0	0	191,000
I-5 Freeway Projects	0	0	46,598,003
iShuttle Operating Service	1,616,826	2,195,960	0

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## Financial Reports (Continued)

## External Revenues and Use of Designations

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
Laguna Niguel/Mission Viejo ADA Ramp Project	3,387,001	73,500	0
Laguna Niguel to SJC Passing Siding (Design)	0	168,000	0
LOSSAN San Juan Creek Bridge	0	0	13,387,500
LOSSAN Slope Stabilization	0	119,000	0
LTF Reserves	215,889	0	0
Metrolink Capital Project Study Report	0	125,000	0
MSEP Pkg Exp Orange Transportation Center	0	0	3,916,108
OC Streetcar	0	41,328,867	45,827,103
OCTAP Operations	266,360	254,503	168,735
OCTD Fixed Asset Reserves	0	5,268,988	3,901,500
Orange Transit Center Parking	0	10,000	0
Placentia Metrolink Station	0	19,028,000	23,414,000
Project O Grade Separations	0	24,279,595	16,101,765
Regional Traffic Signal Sync	0	0	17,129,643
Right-of-Way Maintenance	0	1,910,000	660,570
Right-of-Way Management	0	200,000	0
Right-of-Way Administration	0	122,500	0
Rotem Rail Cars	0	1,492,419	0
Rt73 Brch to Rt405 Connector B	0	0	150,000
San Clemente Station Lighting	0	10,000	0
Santa Ana Fixed-Guideway	13,859,471	0	0
SR-55 Freeway Projects	0	0	15,222,500
SR-91/SR-241 HOV/HOT	0	1,200,000	0
Stationlink Rail Feeder Service	0	1,803,971	0
Technical Infrastructure	5,950,571	0	0
West County Connectors	0	1,025,256	995,000
Yorba Linda Smart Street Project	0	650,000	0
<b>Total Use of Prior Year Designations</b>	<b>\$ 59,407,939</b>	<b>\$ 189,309,536</b>	<b>\$ 232,623,022</b>
<b>Available Revenues / Use of Designations</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

## Financial Reports (Continued)

### External Expenses and Designations

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7110 Salaries-Regular Employees	82,650,758	87,199,081	88,165,647
7150 Extra Help Employees	1,074,757	866,035	1,135,990
7209 Deferred Compensation	1,551,517	1,669,443	2,014,154
7210 Pensions	36,446,753	29,137,337	29,394,168
7220 Insurances	2,171,518	2,584,787	2,623,522
7240 Health Care	19,559,620	20,475,534	20,209,931
7260 Compensated Absences	11,188,804	12,259,126	12,022,653
7280 Other Benefits	3,939,814	4,332,684	4,592,556
7310 Contract Transportation	89,046,618	90,431,458	97,064,086
7510 Professional Services	87,070,857	125,582,625	103,757,837
7540 Insurance Claims Expense	11,402,320	9,239,122	8,629,343
7610 Outside Services	52,684,281	78,004,604	55,072,672
7630 Advertising Fees	278,091	343,612	237,500
7640 Utilities	2,774,296	2,941,493	3,166,672
7650 Travel, Training, and Mileage	493,339	586,480	653,559
7660 Office Expense	3,075,130	1,640,375	2,498,090
7670 Miscellaneous Expense	2,637,659	2,069,546	2,070,739
7690 Leases	4,279,905	4,238,451	4,665,447
7710 Fuels and Lubricants	8,257,335	9,162,996	10,827,213
7740 Tires and Tubes	1,872,942	1,929,075	2,060,607
7750 Maintenance Expense	6,028,620	4,501,040	3,920,367
7780 General Equipment/Structures	861,772	0	0
7790 Other Materials and Supplies	1,306,178	1,632,098	1,527,134
7820 Taxes	352,686	358,350	370,255
7830 Contributions to Other Agencies	127,905,667	201,612,135	184,201,650
8110 Debt Service	34,495,031	34,331,738	34,568,913
9010 Work In Process	17,128,342	43,196,652	185,124,874
9020 Capital Exp-Locally Funded	12,206,226	63,259,262	75,089,233
9080 Construction in Progress	63,879,541	259,086,000	211,454,080
<b>Subtotal Expenses</b>	<b>\$ 686,620,377</b>	<b>\$ 1,092,671,139</b>	<b>\$ 1,147,118,892</b>
ARBA Contributions	74,022	436,673	430,753
Assumed MMI Obligations	1,384,405	0	59,361,762
Designated for Future SR-91 Projects	29,302,772	21,781,898	19,212,197
Designated for Future OCUTT Projects	0	148,959	147,417
Designated for Future MMII Projects	147,954,490	0	0
Fixed Asset Reserve	33,606,959	42,142,486	59,410,713
Measure M Bond Debt	0	1,000	0
Personal Liability & Property Damage	172,208	4,294,141	4,091,620
SAAV Operations	2,658	51	0
Scholarships	1,296	0	0
STAF	3,096	0	0
Workers' Compensation	833,326	0	0
<b>Subtotal Designations</b>	<b>\$ 213,335,232</b>	<b>\$ 68,805,208</b>	<b>\$ 142,654,462</b>
<b>Total Uses</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>



**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, with each fund included within a fund group.

### External Expenses and Designations by Fund

This report shows the expenditures and designations summarized by fund, with each fund included within a fund group.

## External Fund Level Summary - Sources

Source of Funds			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
405 Express Lanes	9,611,165	41,578,746	18,197,976
91 Express Lanes	54,960,548	76,560,038	68,906,102
APTA	0	0	10,000
ARBA Trust Fund	1,163,530	1,447,586	1,451,775
Commuter and Urban Rail Endowment	43,154,038	64,528,529	0
Commuter Rail	2,237,451	27,394,603	85,731,709
General Fund	15,728,554	12,386,885	9,757,042
Internal Service Fund-PL and PD	371,487	4,530,441	4,442,664
Internal Service Fund-Workers' Compensation	1,274,279	1,475,297	873,038
Local Transportation Authority Measure M2	403,541,318	537,494,143	536,064,807
Local Transportation Fund	157,247,968	161,027,794	162,235,334
Measure M2 Bond Debt Service	6,512,040	13,449,922	13,311,918
Orange County Taxi Administration Program	812,054	795,792	690,399
Orange County Transit District	171,401,128	166,707,804	156,548,900
Orange County Unified Transportation Trust	349,744	158,835	158,840
Scholarship Fund	13,854	17,611	14,447
Service Authority for Abandoned Vehicles	2,713	100	0
Service Authority for Freeway Emergencies	7,250,432	5,918,810	6,582,153
State Transit Assistance Fund	7,929,242	17,214,550	28,880,621
Transit Development Capital Project	16,394,064	28,788,861	195,915,629
<b>Total Authority</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

Fund Budget Summary (Continued)

External Fund Level Summary - Uses

Description	Use of Funds		
	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
405 Express Lanes	8,973,515	39,654,506	17,711,685
91 Express Lanes	52,637,337	65,863,930	51,845,478
APTA	0	0	35,000
ARBA Trust Fund	1,163,530	1,447,586	1,451,775
Commuter and Urban Rail Endowment	36,348,520	59,343,988	0
Commuter Rail	2,139,535	27,394,603	106,105,106
General Fund	89,214,924	108,965,815	82,034,782
Internal Service Fund-PL and PD	7,084,849	7,669,704	8,057,843
Internal Service Fund-Workers' Compensation	8,793,536	6,838,010	6,248,657
Local Transportation Authority Measure M2	355,070,854	446,673,684	430,736,045
Local Transportation Fund	4,413,077	4,041,724	4,067,472
Measure M2 Bond Debt Service	28,793,588	28,793,588	28,793,588
OC Streetcar	0	0	218,792
Orange County Taxi Administration Program	561,216	540,855	432,948
Orange County Transit District	276,483,801	293,834,457	309,663,447
Orange County Unified Transportation Trust	23,371	158,835	158,840
Scholarship Fund	13,854	17,611	14,447
Service Authority for Abandoned Vehicles	2,663	100	0
Service Authority for Freeway Emergencies	6,347,255	6,359,349	6,706,951
State Transit Assistance Fund	3,613	0	0
Transit Development Capital Project	21,886,571	63,878,002	235,490,498
<b>Total Authority</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

## Fund Budget Summary (Continued)

## External Revenues and Use of Designations by Fund

Source of Funds			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<u>Administrative</u>			
APTA	0	0	10,000
ARBA Trust Fund	1,163,530	1,447,586	1,451,775
General Fund	15,728,554	12,386,885	9,757,042
Internal Service Fund-PL and PD	371,487	4,530,441	4,442,664
Internal Service Fund-Workers' Compensation	1,274,279	1,475,297	873,038
Scholarship Fund	13,854	17,611	14,447
<b>Subtotal Administrative</b>	<b>\$ 18,551,704</b>	<b>\$ 19,857,820</b>	<b>\$ 16,548,966</b>
<u>Transit</u>			
Local Transportation Fund	157,247,968	161,027,794	162,235,334
Orange County Transit District	171,401,128	166,707,804	156,548,900
State Transit Assistance Fund	7,929,242	17,214,550	28,880,621
<b>Subtotal Transit</b>	<b>\$ 336,578,338</b>	<b>\$ 344,950,148</b>	<b>\$ 347,664,855</b>
<u>Measure M2</u>			
Commuter Rail	2,237,451	27,394,603	85,731,709
Local Transportation Authority Measure M2	403,541,318	537,494,143	536,064,807
Measure M2 Bond Debt Service	6,512,040	13,449,922	13,311,918
<b>Subtotal Measure M2</b>	<b>\$ 412,290,809</b>	<b>\$ 578,338,668</b>	<b>\$ 635,108,434</b>
<u>Rail</u>			
Commuter and Urban Rail Endowment	43,154,038	64,528,529	0
<b>Subtotal Rail</b>	<b>\$ 43,154,038</b>	<b>\$ 64,528,529</b>	<b>\$ 0</b>
<u>Express Lanes</u>			
405 Express Lanes	9,611,165	41,578,746	18,197,976
91 Express Lanes	54,960,548	76,560,038	68,906,102
<b>Subtotal Express Lanes</b>	<b>\$ 64,571,713</b>	<b>\$ 118,138,784</b>	<b>\$ 87,104,078</b>
<u>Motorist and Taxi Services</u>			
Orange County Taxi Administration Program	812,054	795,792	690,399
Service Authority for Abandoned Vehicles	2,713	100	0
Service Authority for Freeway Emergencies	7,250,432	5,918,810	6,582,153
<b>Subtotal Motorist and Taxi Services</b>	<b>\$ 8,065,199</b>	<b>\$ 6,714,702</b>	<b>\$ 7,272,552</b>
<u>Capital Project</u>			
Orange County Unified Transportation Trust	349,744	158,835	158,840
Transit Development Capital Project	16,394,064	28,788,861	195,915,629
<b>Subtotal Capital Project</b>	<b>\$ 16,743,808</b>	<b>\$ 28,947,696</b>	<b>\$ 196,074,469</b>
<b>Total Authority</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>

Fund Budget Summary (Continued)

**External Expenses and Designations by Fund**

Use of Funds			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<u>Administrative</u>			
APTA	0	0	35,000
ARBA Trust Fund	1,163,530	1,447,586	1,451,775
General Fund	89,214,924	108,965,815	82,034,782
Internal Service Fund-PL and PD	7,084,849	7,669,704	8,057,843
Internal Service Fund-Workers' Compensation	8,793,536	6,838,010	6,248,657
Scholarship Fund	13,854	17,611	14,447
<b>Subtotal Administrative</b>	<b>\$ 106,270,693</b>	<b>\$ 124,938,726</b>	<b>\$ 97,842,504</b>
<u>Transit</u>			
Local Transportation Fund	4,413,077	4,041,724	4,067,472
Orange County Transit District	276,483,801	293,834,457	309,663,447
State Transit Assistance Fund	3,613	0	0
<b>Subtotal Transit</b>	<b>\$ 280,900,491</b>	<b>\$ 297,876,181</b>	<b>\$ 313,730,919</b>
<u>Measure M2</u>			
Commuter Rail	2,139,535	27,394,603	106,105,106
Local Transportation Authority Measure M2	355,070,854	446,673,684	430,736,045
Measure M2 Bond Debt Service	28,793,588	28,793,588	28,793,588
<b>Subtotal Measure M2</b>	<b>\$ 386,003,977</b>	<b>\$ 502,861,875</b>	<b>\$ 565,634,739</b>
<u>Rail</u>			
Commuter and Urban Rail Endowment	36,348,520	59,343,988	0
<b>Subtotal Rail</b>	<b>\$ 36,348,520</b>	<b>\$ 59,343,988</b>	<b>\$ 0</b>
<u>Express Lanes</u>			
405 Express Lanes	8,973,515	39,654,506	17,711,685
91 Express Lanes	52,637,337	65,863,930	51,845,478
<b>Subtotal Express Lanes</b>	<b>\$ 61,610,852</b>	<b>\$ 105,518,436</b>	<b>\$ 69,557,163</b>
<u>Motorist and Taxi Services</u>			
Orange County Taxi Administration Program	561,216	540,855	432,948
Service Authority for Abandoned Vehicles	2,663	100	0
Service Authority for Freeway Emergencies	6,347,255	6,359,349	6,706,951
<b>Subtotal Motorist and Taxi Services</b>	<b>\$ 6,911,134</b>	<b>\$ 6,900,304</b>	<b>\$ 7,139,899</b>
<u>Capital Project</u>			
OC Streetcar	0	0	218,792
Orange County Unified Transportation Trust	23,371	158,835	158,840
Transit Development Capital Project	21,886,571	63,878,002	235,490,498
<b>Subtotal Capital Project</b>	<b>\$ 21,909,942</b>	<b>\$ 64,036,837</b>	<b>\$ 235,868,130</b>
<b>Total Authority</b>	<b>\$ 899,955,609</b>	<b>\$ 1,161,476,347</b>	<b>\$ 1,289,773,354</b>



**OCTA**



## General Fund

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

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. The CEO serves at the discretion of 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.

Included in the Executive Office Division are Internal Audit, Security and Emergency Preparedness, Public Information Office, and Clerk of the Board (COB). 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 and OCTA management to assist them in the effective discharge of their duties.

The 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 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 also provides direct meeting and administrative support to the Board and receives legal documents served upon OCTA.

The Public Information Office 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.



## General Fund (Continued)

The **External Affairs (EA) Division** serves as OCTA's liaison with Members of the California State Legislature and the United States Congress. The EA Division is also responsible for customer relations, community relations and marketing, as well as developing and maintaining a competitive and proactive Grant Funding Program. This department engages the public in discussion of transportation issues in Orange County and attempts to build consensus for future transportation projects. These responsibilities also include oversight of OCTA's subrecipient monitoring requirements. OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California -- the Southern California Association of Government (SCAG) and the San Diego Association of Governments (SANDAG). These initiatives address key multi-county 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 in the areas of long-term financing, annual budget, and compliance with 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 planning and implementing M2 improvements, planning and programming activities required by state and federal legislation, collaborating with regional transportation agencies, and securing project funding. This division coordinates 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 for implementation of SB - 375, in order to reduce greenhouse gas emissions.

The primary responsibility of the **Capital Programs Division** is the oversight and implementation of capital improvement projects across all modes of transportation. Projects include freeways improvements, chokepoint and soundwall projects, and Smart Streets. Furthermore, the division enhances Orange County's rail stations and rail crossings. The team is also responsible for many complementary transit projects and programs, such as the development and implementation of the OC Streetcar. Additional responsibilities include 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.

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 Program. They plan, direct and administer the SAFE and the OCTAP programs. Staff oversees contracted operations and maintenance as well as internal support functions and is accountable for accurate reporting of related activities.



## General Fund Sources &amp; Uses

## Sources Summary

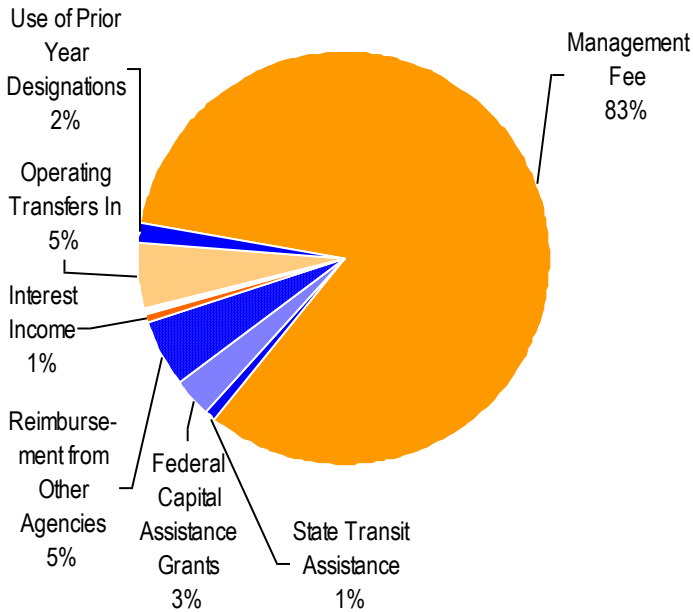
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5100 Passenger Fares	175,550	0	0
6010 State Transit Assistance	1,226,581	1,356,675	600,000
6020 State Assistance	329,670	0	0
6030 Federal Operating Assistance Grants	1,169,482	354,120	0
6040 Federal Capital Assistance Grants	95,999	1,866,325	2,556,800
6050 Reimbursement from Other Agencies	2,584,075	4,967,057	4,394,967
6200 Interest Income	664,198	1,807,414	457,559
6300 Other Non-operating Revenue	347,366	360,038	306,516
6400 Management Fee	57,425,647	61,369,525	68,798,761
6500 Operating Transfers In	16,837,426	35,749,823	4,151,502
6540 Bankruptcy Loss Recovery	315,979	0	0
6550 Proceeds Sale of Capital Asset	3,044,633	0	105,200
<b>Subtotal Revenues</b>	<b>\$ 84,216,606</b>	<b>\$ 107,830,977</b>	<b>\$ 81,371,305</b>
Use of Prior Year Designations	5,950,571	1,675,256	1,336,000
<b>Total Sources</b>	<b>\$ 90,167,177</b>	<b>\$ 109,506,233</b>	<b>\$ 82,707,305</b>

## Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	47,287,464	51,668,257	54,734,930
7300 Purchased Transportation Services	-800	0	0
7500 Professional Services	13,997,560	17,328,995	15,554,089
7540 Insurance Claims/Premiums	906	0	0
7600 General and Administrative	7,867,845	6,416,185	7,410,868
7700 Maintenance Parts and Fuel	3,194	8,000	3,000
7800 Contributions to Other Agencies	14,830,393	16,558,586	3,424,418
9000 Capital Expenditures	6,180,615	17,526,210	1,580,000
<b>Subtotal Expenses</b>	<b>\$ 90,167,177</b>	<b>\$ 109,506,233</b>	<b>\$ 82,707,305</b>
<b>Total Uses</b>	<b>\$ 90,167,177</b>	<b>\$ 109,506,233</b>	<b>\$ 82,707,305</b>

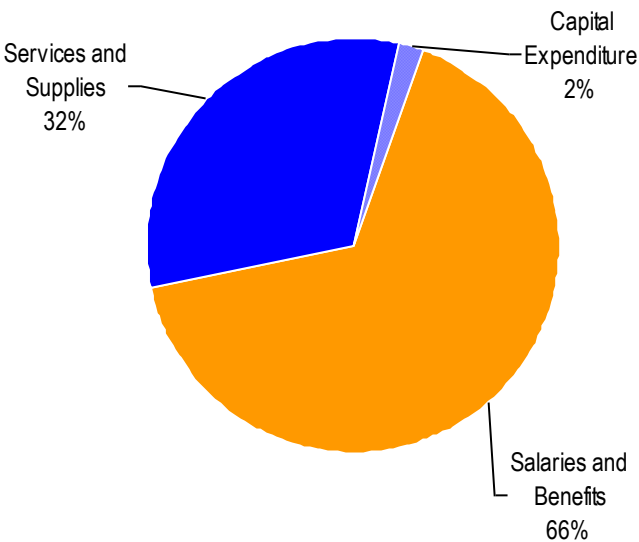
**General Fund**

**Sources**



	FY 2017-18	Amount
Management Fee		\$ 68,798,761
State Transit Assistance		600,000
Federal Capital Assistance Grants		2,556,800
Reimbursement from Other Agencies		4,394,967
Interest Income		457,559
Other Non-operating Revenue		306,516
Operating Transfers In		4,151,502
Proceeds Sale of Capital Asset		105,200
Use of Prior Year Designations		1,336,000
<b>Total Sources</b>		<b>\$ 82,707,305</b>

**Uses**



	FY 2017-18	Amount
Salaries and Benefits		\$ 54,734,930
Services and Supplies		26,392,375
Capital Expenditure		1,580,000
<b>Total Uses</b>		<b>\$ 82,707,305</b>

Sources and Uses less than 1% are not shown on graphs

## American Public Transportation Association (APTA) Fund

The City of Anaheim and Orange County have been selected to host the **American Public Transportation Association (APTA)** Expo in 2020. OCTA will generate revenues in the form of external contributions from vendors which will help support OCTA's APTA efforts. The balance of uses will be offset by transfers in from OCTD.

### APTA Sources & Uses

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6300 Other Non-operating Revenue	0	0	10,000
6500 Operating Transfers In	0	0	25,000
<b>Subtotal Revenues</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 35,000</b>
<b>Total Sources</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 35,000</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7500 Professional Services	0	0	35,000
<b>Subtotal Expenses</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 35,000</b>
<b>Total Uses</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 35,000</b>

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

OCTA currently provides a supplemental retirement benefit known as the **Additional Retirement Benefit Account (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. 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 performance,

participating agencies began contributing 0.5 percent of payroll. In April 2008, OCTA entered into a new agreement with OCERS to administer ARBA. OCTA currently funds ARBA based on biennial actuarial valuations. The most recent actuarial study recommended 0.98 percent of payroll be set aside in the FY 2017-18 budget to fund the benefit.

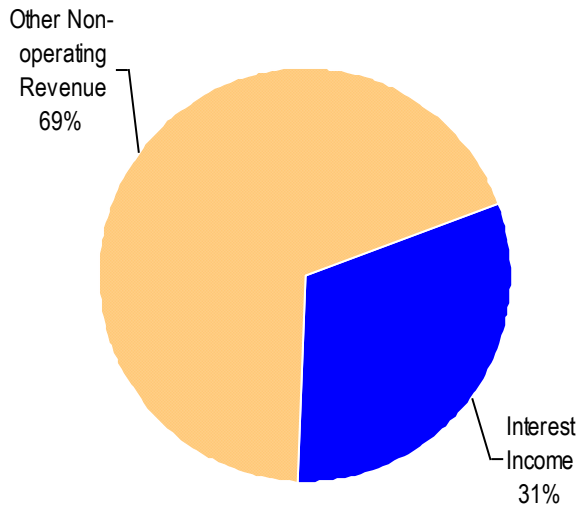
**ARBA Trust Fund Sources & Uses**

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
6200 Interest Income	208,488	448,506	451,775
6300 Other Non-operating Revenue	955,042	999,080	1,000,000
<b>Subtotal Revenues</b>	<b>\$ 1,163,530</b>	<b>\$ 1,447,586</b>	<b>\$ 1,451,775</b>
<b>Total Sources</b>	<b>\$ 1,163,530</b>	<b>\$ 1,447,586</b>	<b>\$ 1,451,775</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
7800 Contributions to Other Agencies	1,089,508	1,010,913	1,021,022
<b>Subtotal Expenses</b>	<b>\$ 1,089,508</b>	<b>\$ 1,010,913</b>	<b>\$ 1,021,022</b>
Designations	74,022	436,673	430,753
<b>Total Uses</b>	<b>\$ 1,163,530</b>	<b>\$ 1,447,586</b>	<b>\$ 1,451,775</b>

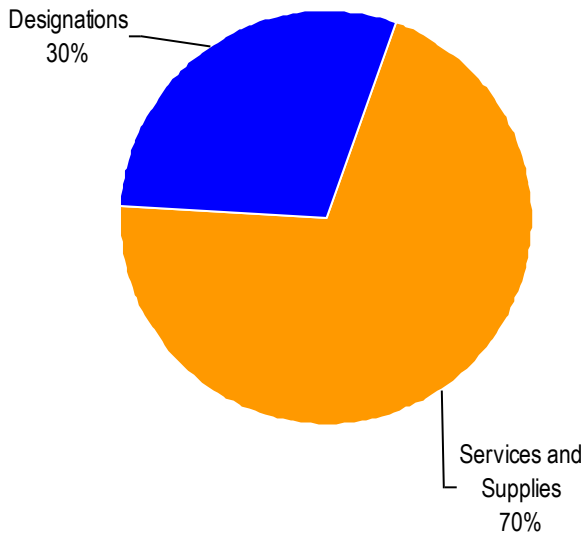
**ARBA Trust Fund**

**Sources**



	FY 2017-18	Amount
Interest Income		\$ 451,775
Other Non-operating Revenue		1,000,000
<b>Total Sources</b>		<b>\$ 1,451,775</b>

**Uses**



	FY 2017-18	Amount
Services and Supplies		\$ 1,021,022
Designations		430,753
<b>Total Uses</b>		<b>\$ 1,451,775</b>

Sources and Uses less than 1% are not shown on graphs

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

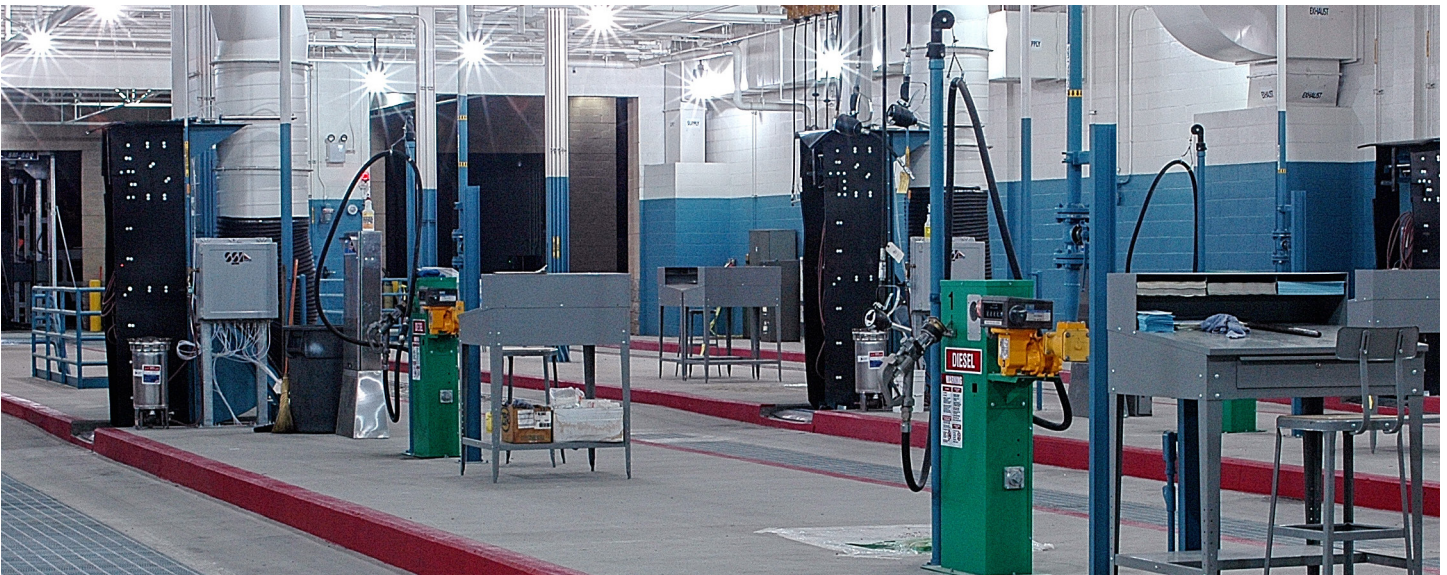
The **Personal Liability and Property Damage (PL and PD) Fund** was established to consolidate the accounting for the revenues and expenditures associated with personal liability and property damage for the entire OCTA.

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

**Internal Service Fund-PL and PD Sources & Uses**

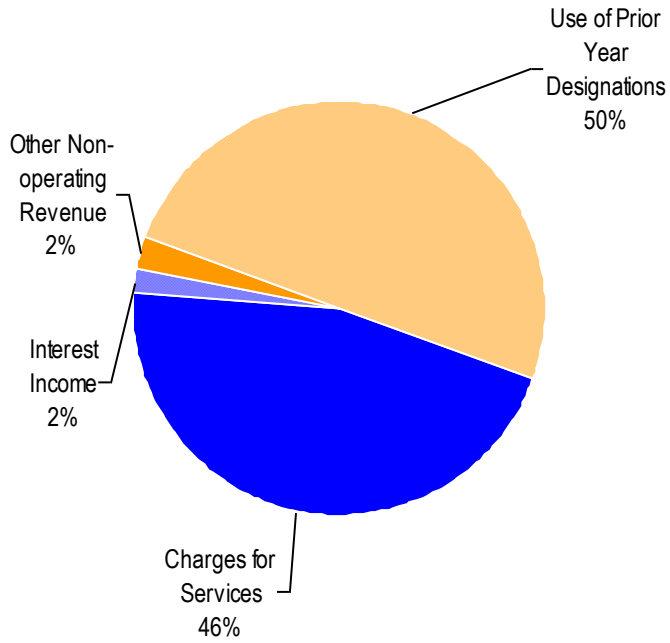
<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
5300 Charges for Services	6,807,952	3,347,620	3,726,808
6200 Interest Income	187,474	167,101	157,928
6300 Other Non-operating Revenue	171,922	200,000	200,000
6540 Bankruptcy Loss Recovery	12,091	0	0
<b>Subtotal Revenues</b>	<b>\$ 7,179,439</b>	<b>\$ 3,714,721</b>	<b>\$ 4,084,736</b>
Use of Prior Year Designations	0	4,163,340	4,084,736
<b>Total Sources</b>	<b>\$ 7,179,439</b>	<b>\$ 7,878,061</b>	<b>\$ 8,169,472</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
7400 Overhead Allocation	94,590	208,357	111,629
7500 Professional Services	1,448,062	1,543,296	2,151,149
7540 Insurance Claims/Premiums	5,424,099	1,832,267	1,815,074
7800 Contributions to Other Agencies	40,480	0	0
<b>Subtotal Expenses</b>	<b>\$ 7,007,231</b>	<b>\$ 3,583,920</b>	<b>\$ 4,077,852</b>
Designations	172,208	4,294,141	4,091,620
<b>Total Uses</b>	<b>\$ 7,179,439</b>	<b>\$ 7,878,061</b>	<b>\$ 8,169,472</b>



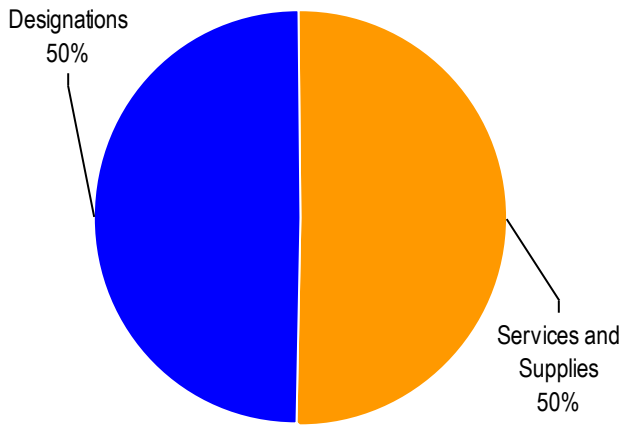
Internal Service Fund-PL and PD

Sources



	FY 2017-18	Amount
Charges for Services		\$ 3,726,808
Interest Income		157,928
Other Non-operating Revenue		200,000
Use of Prior Year Designations		4,084,736
<b>Total Sources</b>		<b>\$ 8,169,472</b>

Uses



	FY 2017-18	Amount
Services and Supplies		\$ 4,077,852
Designations		4,091,620
<b>Total Uses</b>		<b>\$ 8,169,472</b>

Sources and Uses less than 1% are not shown on graphs

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

**The Workers' Compensation (WC) Fund** was established to consolidate the accounting for the revenues and expenditures associated with workers' compensation for the entire OCTA.

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

**Internal Service Fund-Workers' Compensation Sources & Uses**

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5300 Charges for Services	7,581,595	5,442,379	5,453,805
5500 91 Express Lanes Revenue	102,519	0	0
6200 Interest Income	327,186	217,797	223,038
6300 Other Non-operating Revenue	839,514	1,257,500	650,000
6540 Bankruptcy Loss Recovery	5,060	0	0
<b>Subtotal Revenues</b>	<b>\$ 8,855,874</b>	<b>\$ 6,917,676</b>	<b>\$ 6,326,843</b>
<b>Total Sources</b>	<b>\$ 8,855,874</b>	<b>\$ 6,917,676</b>	<b>\$ 6,326,843</b>

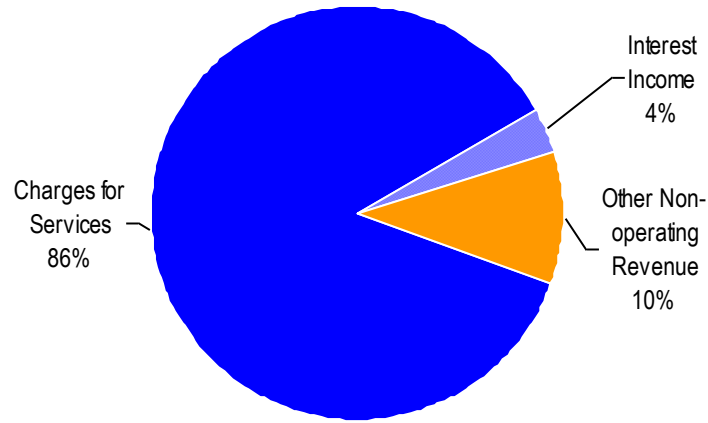
Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	62,338	79,666	78,186
7500 Professional Services	2,284,195	31,155	34,388
7540 Insurance Claims/Premiums	5,545,556	6,656,855	6,064,269
7800 Contributions to Other Agencies	130,459	150,000	150,000
<b>Subtotal Expenses</b>	<b>\$ 8,022,548</b>	<b>\$ 6,917,676</b>	<b>\$ 6,326,843</b>
Designations	833,326	0	0
<b>Total Uses</b>	<b>\$ 8,855,874</b>	<b>\$ 6,917,676</b>	<b>\$ 6,326,843</b>





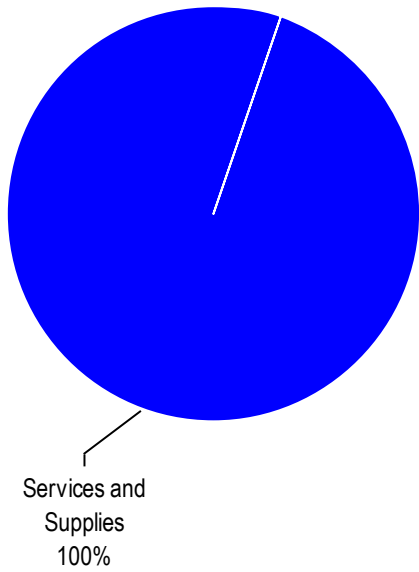
**Internal Service Fund-Workers' Compensation**

**Sources**



	FY 2017-18	Amount
Charges for Services		\$ 5,453,805
Interest Income		223,038
Other Non-operating Revenue		650,000
<b>Total Sources</b>		<b>\$ 6,326,843</b>

**Uses**



	FY 2017-18	Amount
Services and Supplies		\$ 6,326,843
<b>Total Uses</b>		<b>\$ 6,326,843</b>

Sources and Uses less than 1% are not shown on graphs

## Scholarship Fund

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



### Scholarship Fund Sources & Uses

#### Sources Summary

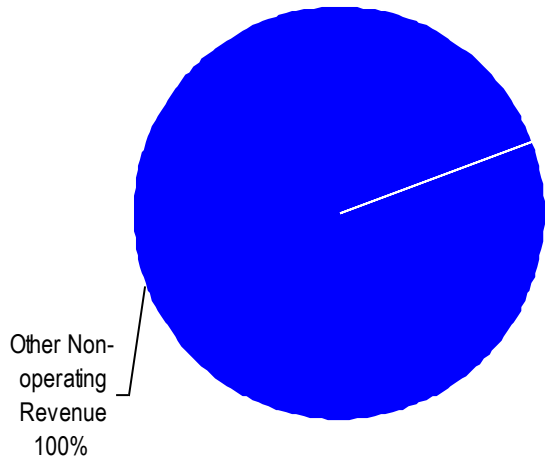
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6200 Interest Income	102	396	0
6300 Other Non-operating Revenue	13,752	17,215	14,447
<b>Subtotal Revenues</b>	<b>\$ 13,854</b>	<b>\$ 17,611</b>	<b>\$ 14,447</b>
<b>Total Sources</b>	<b>\$ 13,854</b>	<b>\$ 17,611</b>	<b>\$ 14,447</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7500 Professional Services	13	0	0
7800 Contributions to Other Agencies	12,545	17,611	14,447
<b>Subtotal Expenses</b>	<b>\$ 12,558</b>	<b>\$ 17,611</b>	<b>\$ 14,447</b>
Designations	1,296	0	0
<b>Total Uses</b>	<b>\$ 13,854</b>	<b>\$ 17,611</b>	<b>\$ 14,447</b>

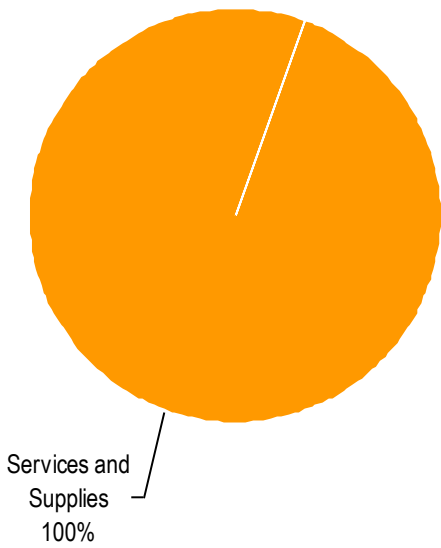
Scholarship Fund

Sources



	FY 2017-18	Amount
Other Non-operating Revenue	\$	14,447
<b>Total Sources</b>	<b>\$</b>	<b>14,447</b>

Uses



	FY 2017-18	Amount
Services and Supplies	\$	14,447
<b>Total Uses</b>	<b>\$</b>	<b>14,447</b>

Sources and Uses less than 1% are not shown on graphs



## Local Transportation Fund (LTF)

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 one-quarter cent sales tax provides funding to OCTA for a variety of purposes including regional planning, paratransit service, and fixed-route service. LTF revenues may also be used as a local match for FTA grants. OCTA utilizes sales tax forecast provided by Muni Services, LLC.

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 2017-18, OCTA is claiming \$141,372 for this function. The Orange County Auditor-Controller is also claiming \$3,122 for administration services.

### *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 \$3,610,130 of TDA revenues for this function in FY 2017-18. An additional \$1,203,377 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.

to Orange County. Eligible recipients are the OCTD and Laguna Beach Municipal Transit Lines. In FY 2017-18, OCTD is claiming \$146,621,592 for providing public transit services to Orange County residents. Laguna Beach is eligible to claim \$1,096,021 in FY 2017-18 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 five 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 2017-18, OCTD is claiming \$7,774,621 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.



OCTA oversees LTF funds allocated

Local Transportation Fund (LTF) (Continued)



Local Transportation Fund Sources & Uses

Sources Summary

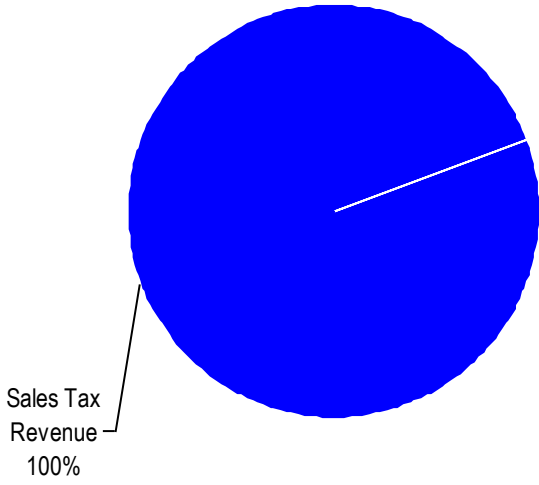
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6104 Sales Tax Revenue	156,974,445	161,006,154	162,215,177
6200 Interest Income	48,655	21,640	20,157
6540 Bankruptcy Loss Recovery	8,979	0	0
<b>Subtotal Revenues</b>	<b>\$ 157,032,079</b>	<b>\$ 161,027,794</b>	<b>\$ 162,235,334</b>
Use of Prior Year Designations	215,889	0	0
<b>Total Sources</b>	<b>\$ 157,247,968</b>	<b>\$ 161,027,794</b>	<b>\$ 162,235,334</b>

Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7500 Professional Services	2,125,403	1,751,798	1,764,952
7600 General and Administrative	2,619	0	0
7800 Contributions to Other Agencies	2,285,055	2,289,926	2,302,520
8200 Operating Transfers Out	152,834,891	156,986,070	158,167,862
<b>Subtotal Expenses</b>	<b>\$ 157,247,968</b>	<b>\$ 161,027,794</b>	<b>\$ 162,235,334</b>
<b>Total Uses</b>	<b>\$ 157,247,968</b>	<b>\$ 161,027,794</b>	<b>\$ 162,235,334</b>

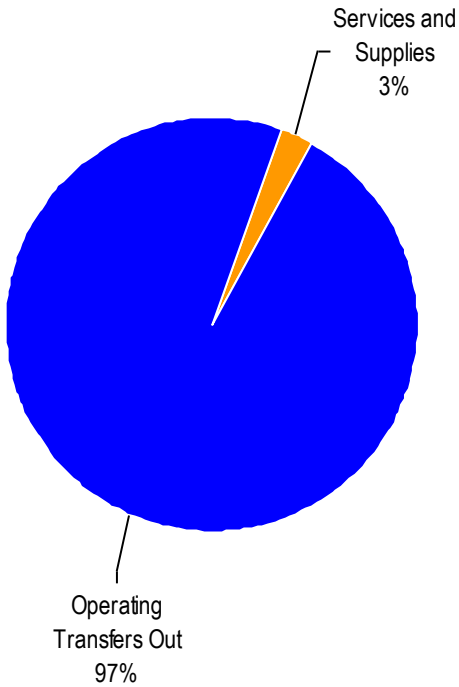
Local Transportation Fund

Sources



	FY 2017-18	Amount
Sales Tax Revenue		\$ 162,215,177
Interest Income		20,157
<b>Total Sources</b>		<b>\$ 162,235,334</b>

Uses



	FY 2017-18	Amount
Services and Supplies		\$ 4,067,472
Operating Transfers Out		158,167,862
<b>Total Uses</b>		<b>\$ 162,235,334</b>

Sources and Uses less than 1% are not shown on graphs

## Orange County Transit District (OCTD)

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

In FY 2017-18, OCTA will directly operate 969,944 revenue hours of fixed-route service, and contract an additional 633,873 hours. In FY 2017-18, OCTA anticipates 36.9 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 ADA. ACCESS services are slated to provide 527,440 revenue hours of service and 333,295 supplemental taxi service trips in FY 2017-18.





## Orange County Transit District Sources &amp; Uses

## Sources Summary

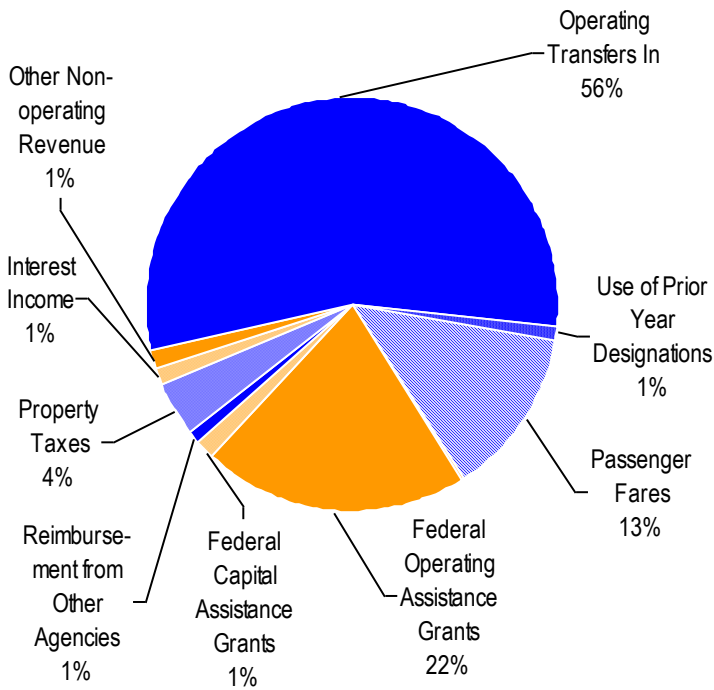
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5100 Passenger Fares	50,984,121	49,898,610	45,974,360
6020 State Assistance	308,921	1,200,000	240,000
6030 Federal Operating Assistance Grants	64,891,271	56,880,084	73,448,323
6040 Federal Capital Assistance Grants	25,354,746	14,182,502	4,589,880
6050 Reimbursement from Other Agencies	1,866,512	3,207,000	3,419,259
6100 Property Taxes	14,098,212	13,426,113	15,248,626
6200 Interest Income	5,434,835	4,343,298	4,915,010
6300 Other Non-operating Revenue	8,403,869	5,301,209	4,411,942
6500 Operating Transfers In	163,951,399	178,418,883	192,821,225
6540 Bankruptcy Loss Recovery	58,641	0	0
<b>Subtotal Revenues</b>	<b>\$ 335,352,527</b>	<b>\$ 326,857,699</b>	<b>\$ 345,068,625</b>
Use of Prior Year Designations	0	18,268,988	4,301,500
<b>Total Sources</b>	<b>\$ 335,352,527</b>	<b>\$ 345,126,687</b>	<b>\$ 349,370,125</b>

## Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	118,372,707	111,821,275	110,250,754
7300 Purchased Transportation Services	80,754,267	82,166,413	89,829,086
7400 Overhead Allocation	34,640,492	30,046,332	30,781,789
7500 Professional Services	17,211,464	20,203,057	21,410,975
7540 Insurance Claims/Premiums	-77,103	0	0
7600 General and Administrative	11,439,011	8,098,446	8,823,148
7700 Maintenance Parts and Fuel	16,155,553	15,585,111	16,805,187
7800 Contributions to Other Agencies	3,719,371	3,370,065	3,052,093
8200 Operating Transfers Out	10,800,000	13,000,000	425,000
9000 Capital Expenditures	8,729,806	18,693,502	8,581,380
<b>Subtotal Expenses</b>	<b>\$ 301,745,568</b>	<b>\$ 302,984,201</b>	<b>\$ 289,959,412</b>
Designations	33,606,959	42,142,486	59,410,713
<b>Total Uses</b>	<b>\$ 335,352,527</b>	<b>\$ 345,126,687</b>	<b>\$ 349,370,125</b>

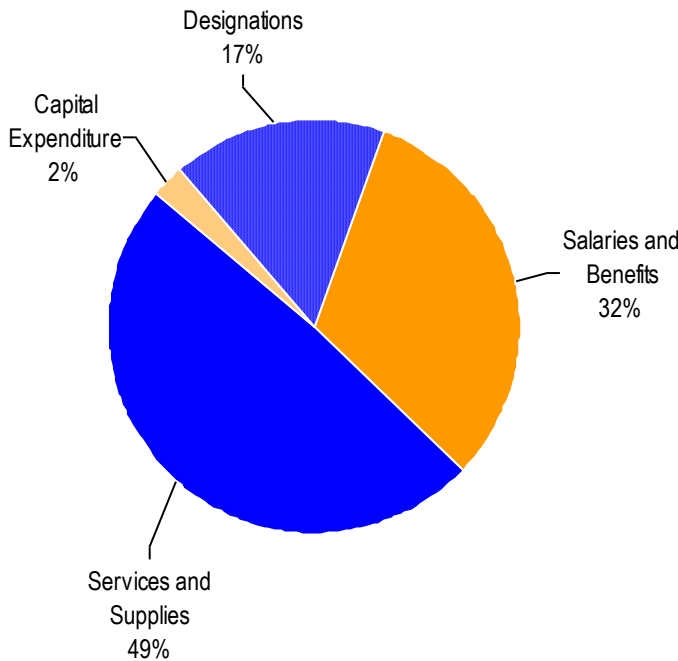
**Orange County Transit District**

**Sources**



	FY 2017-18	Amount
Passenger Fares		\$ 45,974,360
State Assistance		240,000
Federal Operating Assistance Grants		73,448,323
Federal Capital Assistance Grants		4,589,880
Reimbursement from Other Agencies		3,419,259
Property Taxes		15,248,626
Interest Income		4,915,010
Other Non-operating Revenue		4,411,942
Operating Transfers In		192,821,225
Use of Prior Year Designations		4,301,500
<b>Total Sources</b>		<b>\$ 349,370,125</b>

**Uses**



	FY 2017-18	Amount
Salaries and Benefits		\$ 110,250,754
Services and Supplies		170,702,278
Operating Transfers Out		425,000
Capital Expenditure		8,581,380
Designations		59,410,713
<b>Total Uses</b>		<b>\$ 349,370,125</b>

Sources and Uses less than 1% are not shown on graphs

## State Transit Assistance Fund (STAF)

The **State Transit Assistance Fund (STAF)** was created by the California Legislature in 1979. 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 2017-18, this is estimated to generate \$293.8 million.

In FY 2017-18 the State Controller's Office estimates it will collect and allocate \$146.9 million of STAF based on the latest available annual population estimates from the Department of Finance.

In addition, the State Controller's Office estimates it will collect and allocate \$146.9 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 \$16 million in FY 2017-18. This amount will be transferred to the OCTD fund for bus capital related expenditures.

On April 6, 2017, the State of California approved Senate Bill 1 (SB-1). This bill will provide an additional \$12.9 million of STAF funding to the Bus Program in FY 2017-18, totaling \$28.9 million.

### State Transit Assistance Fund Sources & Uses

#### Sources Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6104 Sales Tax Revenue	7,918,730	17,214,550	28,876,939
6200 Interest Income	5,206	0	3,682
6540 Bankruptcy Loss Recovery	5,306	0	0
<b>Subtotal Revenues</b>	<b>\$ 7,929,242</b>	<b>\$ 17,214,550</b>	<b>\$ 28,880,621</b>
<b>Total Sources</b>	<b>\$ 7,929,242</b>	<b>\$ 17,214,550</b>	<b>\$ 28,880,621</b>

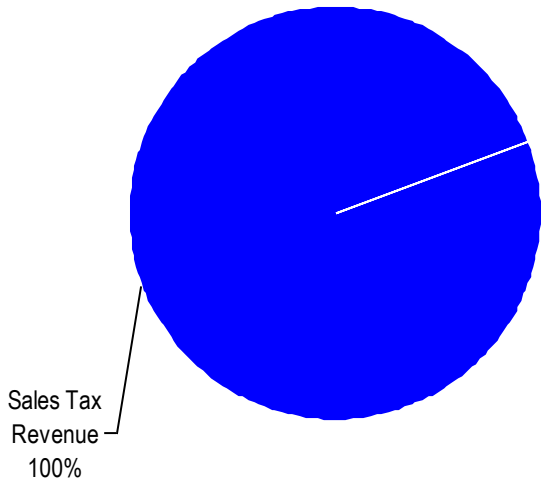
#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7600 General and Administrative	517	0	0
8200 Operating Transfers Out	7,925,629	17,214,550	28,880,621
<b>Subtotal Expenses</b>	<b>\$ 7,926,146</b>	<b>\$ 17,214,550</b>	<b>\$ 28,880,621</b>
Designations	3,096	0	0
<b>Total Uses</b>	<b>\$ 7,929,242</b>	<b>\$ 17,214,550</b>	<b>\$ 28,880,621</b>

**State Transit Assistance Fund**

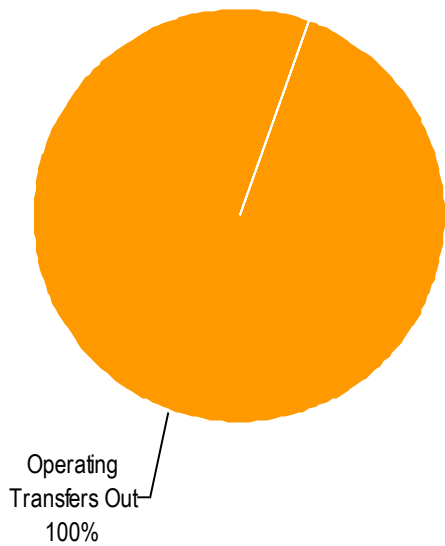
**Sources**

FY 2017-18	Amount
Sales Tax Revenue	\$ 28,876,939
Interest Income	3,682
<b>Total Sources</b>	<b>\$ 28,880,621</b>



**Uses**

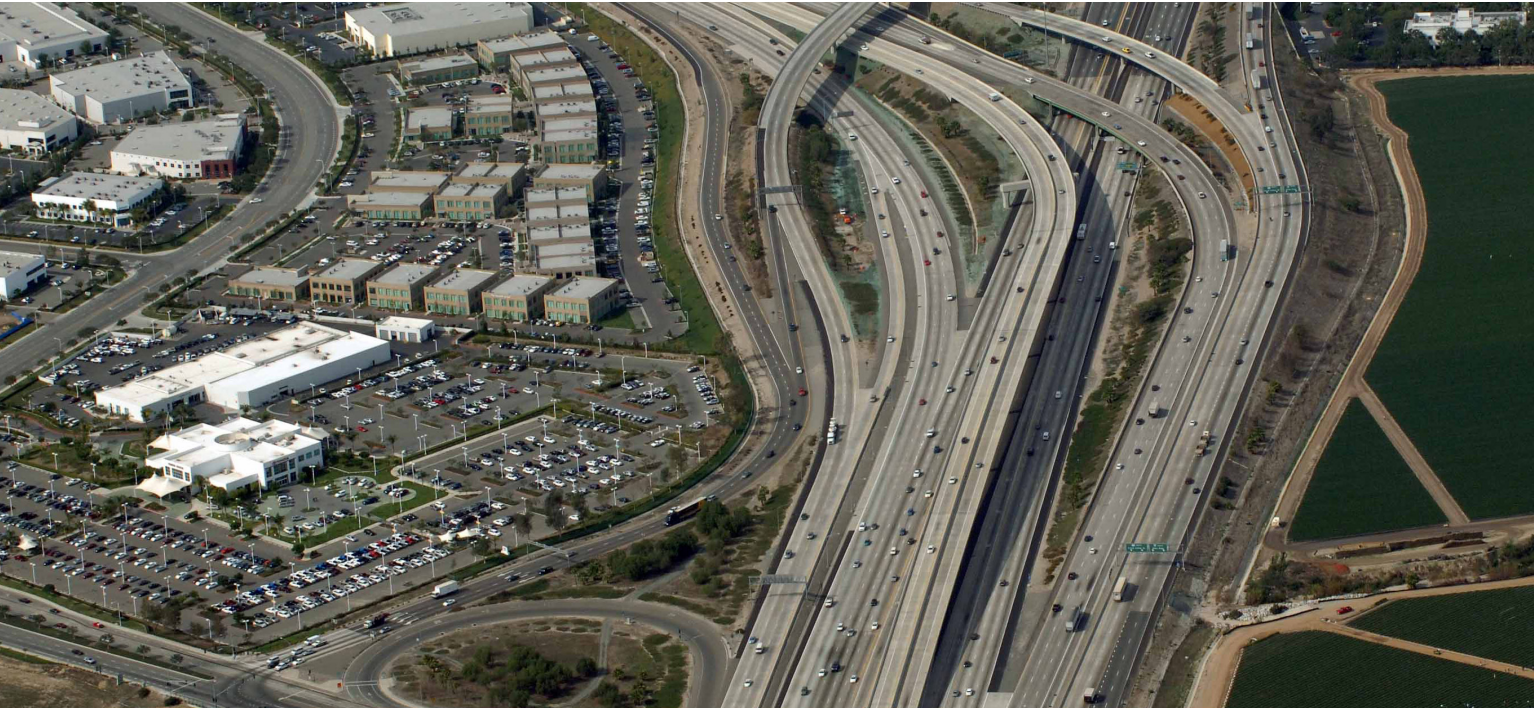
FY 2017-18	Amount
Operating Transfers Out	\$ 28,880,621
<b>Total Uses</b>	<b>\$ 28,880,621</b>



Sources and Uses less than 1% are not shown on graphs



**OCTA**



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

The **Local Transportation Authority (LTA)** is also known as Measure M. 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 (M2), for an additional 30 years, beginning in 2011.

Similar to 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. Thirty-two 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 fund rail transit along 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

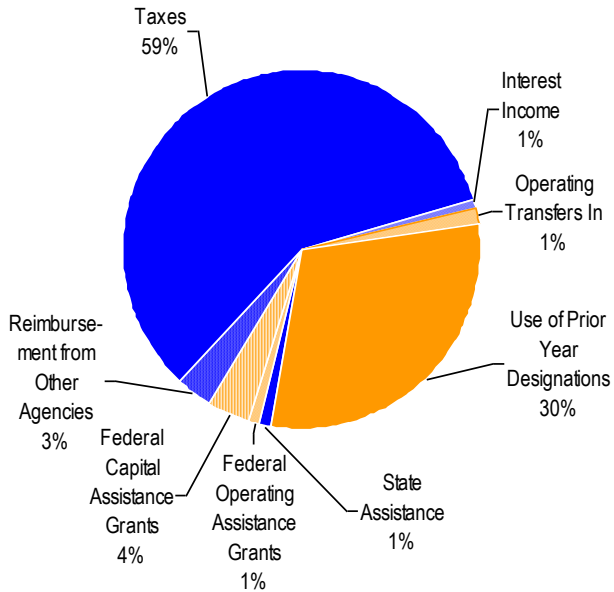
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6010 State Transit Assistance	120,341	0	0
6020 State Assistance	48,802,037	11,630,495	6,487,287
6030 Federal Operating Assistance Grants	705,022	60,500,000	3,475,000
6040 Federal Capital Assistance Grants	32,720,335	41,946,423	20,958,882
6050 Reimbursement from Other Agencies	9,140,176	16,542,319	18,808,828
6101 Taxes	300,936,543	314,347,772	317,424,501
6200 Interest Income	9,013,166	4,875,754	5,529,795
6300 Other Non-operating Revenue	2,010,313	104,040	0
6500 Operating Transfers In	6,512,915	6,958,171	6,655,959
6540 Bankruptcy Loss Recovery	93,385	0	0
<b>Subtotal Revenues</b>	<b>\$ 410,054,233</b>	<b>\$ 456,904,974</b>	<b>\$ 379,340,252</b>
Use of Prior Year Designations	0	87,547,340	163,380,514
<b>Total Sources</b>	<b>\$ 410,054,233</b>	<b>\$ 544,452,314</b>	<b>\$ 542,720,766</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	0	1,312	0
7400 Overhead Allocation	15,571,778	17,596,134	23,917,078
7500 Professional Services	45,397,905	76,944,473	59,919,326
7600 General and Administrative	123,317	176,865	227,693
7700 Maintenance Parts and Fuel	172	0	0
7800 Contributions to Other Agencies	105,412,726	173,525,034	168,782,184
8111 Interest Expense	29,765	0	0
8200 Operating Transfers Out	39,411,601	80,182,496	88,067,643
9000 Capital Expenditures	56,152,479	196,026,000	142,445,080
<b>Subtotal Expenses</b>	<b>\$ 262,099,743</b>	<b>\$ 544,452,314</b>	<b>\$ 483,359,004</b>
Designations	147,954,490	0	59,361,762
<b>Total Uses</b>	<b>\$ 410,054,233</b>	<b>\$ 544,452,314</b>	<b>\$ 542,720,766</b>

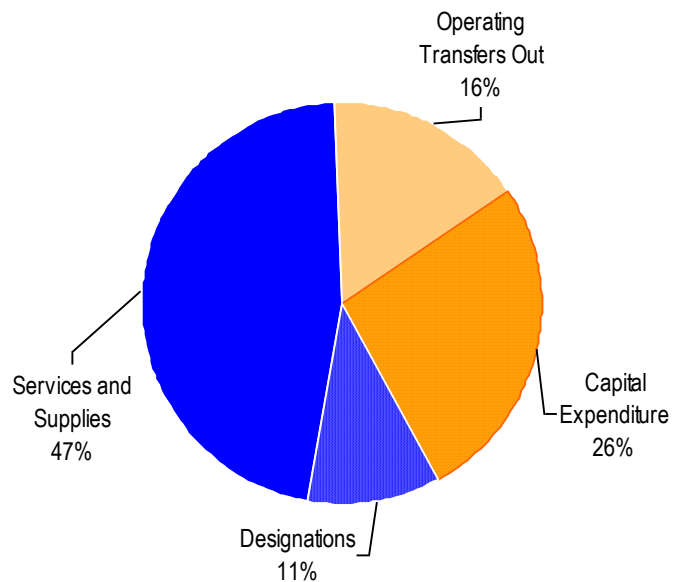
## Local Transportation Authority Measure M2

### Sources



FY 2017-18	Amount
State Assistance	\$ 6,487,287
Federal Operating Assistance Grants	3,475,000
Federal Capital Assistance Grants	20,958,882
Reimbursement from Other Agencies	18,808,828
Taxes	317,424,501
Interest Income	5,529,795
Operating Transfers In	6,655,959
Use of Prior Year Designations	163,380,514
<b>Total Sources</b>	<b>\$ 542,720,766</b>

### Uses



FY 2017-18	Amount
Services and Supplies	\$ 252,846,281
Operating Transfers Out	88,067,643
Capital Expenditure	142,445,080
Designations	59,361,762
<b>Total Uses</b>	<b>\$ 542,720,766</b>

Sources and Uses less than 1% are not shown on graphs



## Commuter Rail Fund

With the closeout of the M1 fund at the end of FY 2014-15, the OCTA Board approved the balance of M1 Transit funds be used to support future Metrolink operations. As a result, the remaining balance was moved into the **Commuter Rail Fund**. With the closeout of the CURE fund, rail efforts are now supported in Commuter Rail by transfers from M2 Project R and other external revenue sources.

The Commuter Rail accounts for 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. 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.

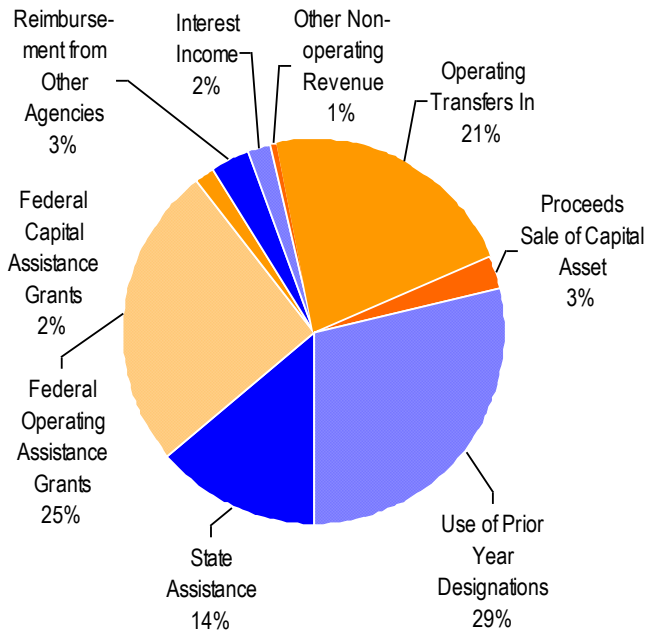
### Commuter Rail Sources & Uses

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6020 State Assistance	0	0	15,285,503
6030 Federal Operating Assistance Grants	0	15,960,000	27,693,597
6040 Federal Capital Assistance Grants	0	5,000,000	2,000,000
6050 Reimbursement from Other Agencies	0	3,290,000	3,527,636
6200 Interest Income	2,009,343	1,652,184	2,094,155
6300 Other Non-operating Revenue	93,934	0	768,328
6500 Operating Transfers In	0	0	23,459,800
6540 Bankruptcy Loss Recovery	134,174	0	0
6550 Proceeds Sale of Capital Asset	0	0	3,000,000
<b>Subtotal Revenues</b>	<b>\$ 2,237,451</b>	<b>\$ 25,902,184</b>	<b>\$ 77,829,019</b>
Use of Prior Year Designations	0	1,492,419	31,362,490
<b>Total Sources</b>	<b>\$ 2,237,451</b>	<b>\$ 27,394,603</b>	<b>\$ 109,191,509</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	97,916	0	3,086,403
7500 Professional Services	309,348	535,000	32,465,958
7600 General and Administrative	0	0	25,148
7800 Contributions to Other Agencies	445,782	2,659,603	5,332,000
9000 Capital Expenditures	0	24,200,000	68,282,000
<b>Subtotal Expenses</b>	<b>\$ 853,046</b>	<b>\$ 27,394,603</b>	<b>\$ 109,191,509</b>
Designations	1,384,405	0	0
<b>Total Uses</b>	<b>\$ 2,237,451</b>	<b>\$ 27,394,603</b>	<b>\$ 109,191,509</b>

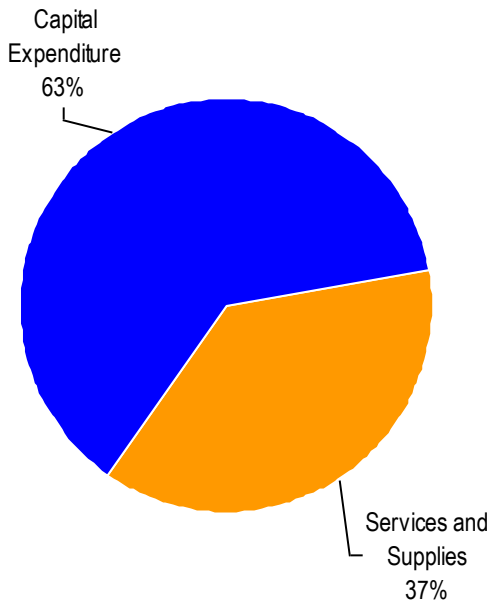
**Commuter Rail**

**Sources**



FY 2017-18	Amount
State Assistance	\$ 15,285,503
Federal Operating Assistance Grants	27,693,597
Federal Capital Assistance Grants	2,000,000
Reimbursement from Other Agencies	3,527,636
Interest Income	2,094,155
Other Non-operating Revenue	768,328
Operating Transfers In	23,459,800
Proceeds Sale of Capital Asset	3,000,000
Use of Prior Year Designations	31,362,490
<b>Total Sources</b>	<b>\$ 109,191,509</b>

**Uses**



FY 2017-18	Amount
Services and Supplies	\$ 40,909,509
Capital Expenditure	68,282,000
<b>Total Uses</b>	<b>\$ 109,191,509</b>

Sources and Uses less than 1% are not shown on graphs

Measure M2 (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. Debt service funds are accounted for on a modified accrual basis of accounting. Interest earnings are recognized in the debt

service fund. This fund also accounts for the federal government payment to OCTA of a 35 percent subsidy that offsets interest expense for taxable Build America Bonds.

**Measure M2 Bond Debt Service Sources & Uses**

**Sources Summary**

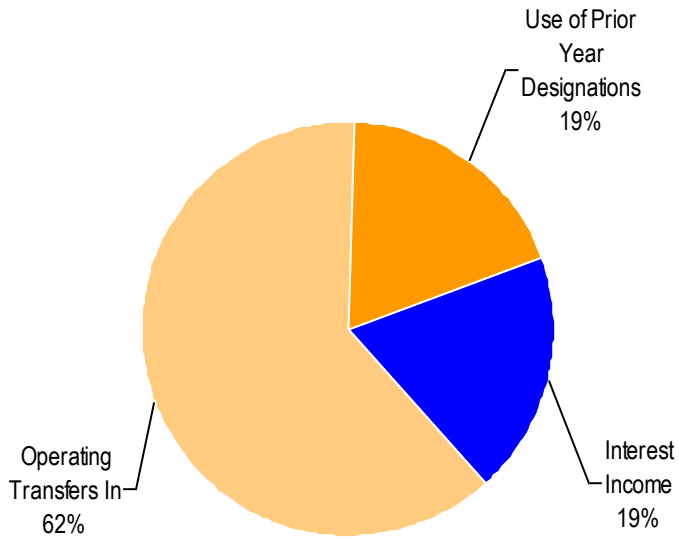
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6200 Interest Income	6,500,939	6,491,751	6,655,959
6500 Operating Transfers In	28,794,463	22,301,837	22,137,629
<b>Subtotal Revenues</b>	<b>\$ 35,295,402</b>	<b>\$ 28,793,588</b>	<b>\$ 28,793,588</b>
Use of Prior Year Designations	11,101	6,958,171	6,655,959
<b>Total Sources</b>	<b>\$ 35,306,503</b>	<b>\$ 35,751,759</b>	<b>\$ 35,449,547</b>

**Uses Summary**

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
8111 Interest Expense	21,583,588	21,317,588	21,018,588
8112 Principal Payment On Long Term Debt	7,210,000	7,475,000	7,775,000
8200 Operating Transfers Out	6,512,915	6,958,171	6,655,959
<b>Subtotal Expenses</b>	<b>\$ 35,306,503</b>	<b>\$ 35,750,759</b>	<b>\$ 35,449,547</b>
Designations	0	1,000	0
<b>Total Uses</b>	<b>\$ 35,306,503</b>	<b>\$ 35,751,759</b>	<b>\$ 35,449,547</b>

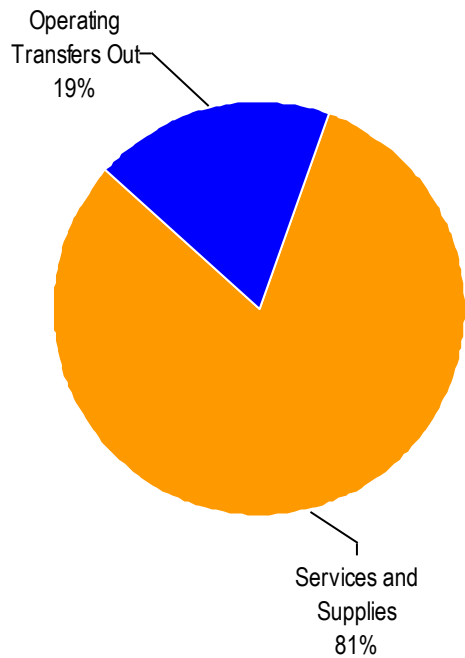
**Measure M2 Bond Debt Service**

**Sources**



	FY 2017-18	Amount
Interest Income		\$ 6,655,959
Operating Transfers In		22,137,629
Use of Prior Year Designations		6,655,959
<b>Total Sources</b>		<b>\$ 35,449,547</b>

**Uses**



	FY 2017-18	Amount
Services and Supplies		\$ 28,793,588
Operating Transfers Out		6,655,959
<b>Total Uses</b>		<b>\$ 35,449,547</b>

Sources and Uses less than 1% are not shown on graphs



**OCTA**



## Commuter and Urban Rail Endowment (CURE) Fund

The **Commuter Urban Rail Endowment (CURE)** accounts for 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. 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.

As of FY 2017-18, OCTA no longer budgets in the CURE Fund. Rail is now supported in the Commuter Rail Fund within the M2 Fund Group.

### Commuter and Urban Rail Endowment Sources & Uses

#### Sources Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6020 State Assistance	445,233	0	0
6030 Federal Operating Assistance Grants	4,743,197	23,643,500	0
6040 Federal Capital Assistance Grants	102,405	0	0
6050 Reimbursement from Other Agencies	195,378	0	0
6200 Interest Income	371,660	789,852	0
6300 Other Non-operating Revenue	931,082	656,836	0
6540 Bankruptcy Loss Recovery	116,558	0	0
6550 Proceeds Sale of Capital Asset	3,000,000	3,000,000	0
<b>Subtotal Revenues</b>	<b>\$ 9,905,513</b>	<b>\$ 28,090,188</b>	<b>\$ 0</b>
Use of Prior Year Designations	33,248,525	36,438,341	0
<b>Total Sources</b>	<b>\$ 43,154,038</b>	<b>\$ 64,528,529</b>	<b>\$ 0</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	2,499,455	2,010,034	0
7500 Professional Services	31,724,613	34,897,408	0
7600 General and Administrative	17,713	5,580	0
7800 Contributions to Other Agencies	1,227,834	2,801,000	0
8200 Operating Transfers Out	4,306,063	3,174,507	0
9000 Capital Expenditures	3,378,360	21,640,000	0
<b>Subtotal Expenses</b>	<b>\$ 43,154,038</b>	<b>\$ 64,528,529</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 43,154,038</b>	<b>\$ 64,528,529</b>	<b>\$ 0</b>





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

The **SR-91 Express Lanes** is a four-lane, ten 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 included a non-compete provision 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 1010 (Correa) eliminated the non-compete provision, clearing the way for future enhancements along the SR-91

corridor. In September 2008, Senate Bill 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 13 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

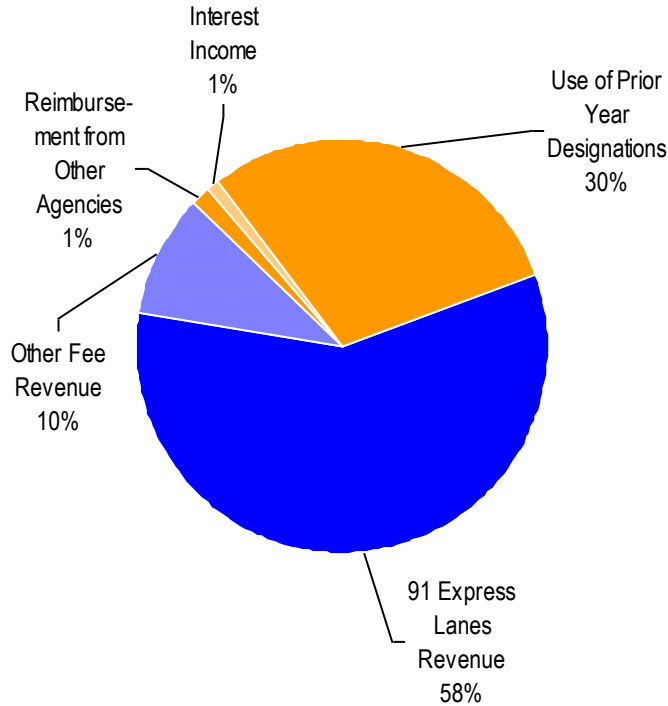
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5500 91 Express Lanes Revenue	39,043,835	35,913,025	40,093,954
5550 Other Fee Revenue	13,511,600	7,569,681	6,572,408
6050 Reimbursement from Other Agencies	241,826	150,000	945,488
6200 Interest Income	1,692,137	925,973	898,927
6300 Other Non-operating Revenue	471,150	0	0
<b>Subtotal Revenues</b>	<b>\$ 54,960,548</b>	<b>\$ 44,558,679</b>	<b>\$ 48,510,777</b>
Use of Prior Year Designations	0	32,001,359	20,395,325
<b>Total Sources</b>	<b>\$ 54,960,548</b>	<b>\$ 76,560,038</b>	<b>\$ 68,906,102</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7300 Purchased Transportation Services	8,293,151	8,265,045	7,235,000
7400 Overhead Allocation	2,323,211	2,396,108	2,760,624
7500 Professional Services	6,469,402	26,659,594	7,164,245
7540 Insurance Claims/Premiums	508,862	750,000	750,000
7600 General and Administrative	406,892	443,818	660,286
7800 Contributions to Other Agencies	341,526	64,875	13,125
8111 Interest Expense	5,670,225	5,539,150	5,295,325
8200 Operating Transfers Out	0	8,300,000	14,300,000
9000 Capital Expenditures	1,644,507	2,359,550	11,515,300
<b>Subtotal Expenses</b>	<b>\$ 25,657,776</b>	<b>\$ 54,778,140</b>	<b>\$ 49,693,905</b>
Designations	29,302,772	21,781,898	19,212,197
<b>Total Uses</b>	<b>\$ 54,960,548</b>	<b>\$ 76,560,038</b>	<b>\$ 68,906,102</b>

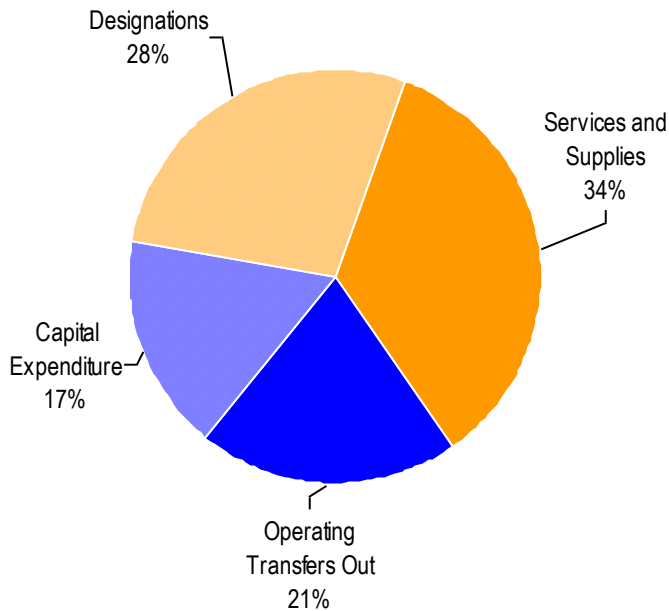
## 91 Express Lanes

### Sources



	FY 2017-18	Amount
91 Express Lanes Revenue		\$ 40,093,954
Other Fee Revenue		6,572,408
Reimbursement from Other Agencies		945,488
Interest Income		898,927
Use of Prior Year Designations		20,395,325
<b>Total Sources</b>		<b>\$ 68,906,102</b>

### Uses



	FY 2017-18	Amount
Services and Supplies		\$ 23,878,605
Operating Transfers Out		14,300,000
Capital Expenditure		11,515,300
Designations		19,212,197
<b>Total Uses</b>		<b>\$ 68,906,102</b>

Sources and Uses less than 1% are not shown on graphs

## 405 Express Lanes Fund

OCTA in cooperation with the California Department of Transportation is widening the San Diego Freeway Interstate 405 (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605). The project will improve 14 miles of I-405 between the SR-73

freeway in Costa Mesa and I-605 near the Los Angeles County line. The project includes adding one general purpose lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits and bridges. It will also add one

additional lane and use the existing carpool lane to construct the **405 Express Lanes**, two lanes in each direction from SR-73 to I-605. The new express lanes will be a key component to maximizing throughput through the corridor.

### 405 Express Lanes Sources & Uses

#### Sources Summary

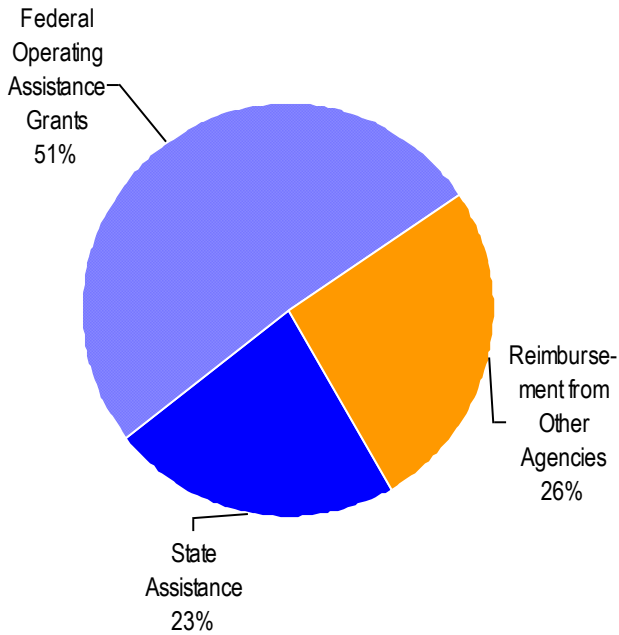
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6020 State Assistance	5,000,000	15,734,917	4,122,211
6030 Federal Operating Assistance Grants	2,577,745	25,843,829	9,333,992
6050 Reimbursement from Other Agencies	0	0	4,726,700
6200 Interest Income	19,041	0	15,073
<b>Subtotal Revenues</b>	<b>\$ 7,596,786</b>	<b>\$ 41,578,746</b>	<b>\$ 18,197,976</b>
Use of Prior Year Designations	2,014,379	0	0
<b>Total Sources</b>	<b>\$ 9,611,165</b>	<b>\$ 41,578,746</b>	<b>\$ 18,197,976</b>

#### Uses Summary

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	384,973	1,924,240	486,291
7500 Professional Services	338,545	10,813,750	4,889,250
7600 General and Administrative	0	5,756	8,904
8111 Interest Expense	1,453	0	480,000
8200 Operating Transfers Out	252,677	0	0
9000 Capital Expenditures	8,633,517	28,835,000	12,333,531
<b>Subtotal Expenses</b>	<b>\$ 9,611,165</b>	<b>\$ 41,578,746</b>	<b>\$ 18,197,976</b>
<b>Total Uses</b>	<b>\$ 9,611,165</b>	<b>\$ 41,578,746</b>	<b>\$ 18,197,976</b>

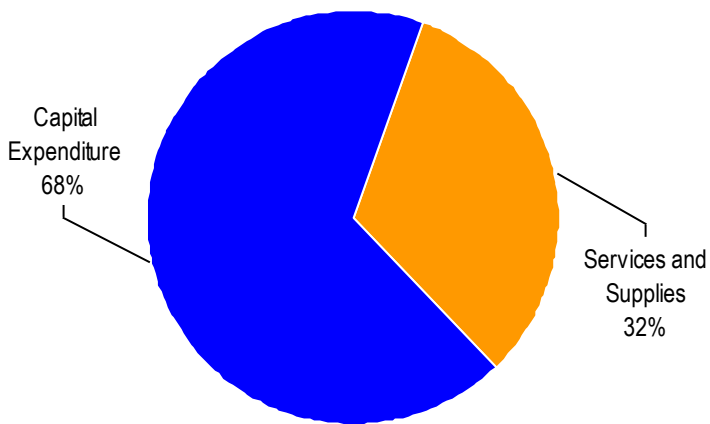
## 405 Express Lanes

### Sources



FY 2017-18	Amount
State Assistance	\$ 4,122,211
Federal Operating Assistance Grants	9,333,992
Reimbursement from Other Agencies	4,726,700
Interest Income	15,073
<b>Total Sources</b>	<b>\$ 18,197,976</b>

### Uses



FY 2017-18	Amount
Services and Supplies	\$ 5,864,445
Capital Expenditure	12,333,531
<b>Total Uses</b>	<b>\$ 18,197,976</b>

Sources and Uses less than 1% are not shown on graphs



**OCTA**



## Orange County Taxicab Administration Program (OCTAP) Fund

Beginning with FY 2000-01, an enterprise fund was created in which all revenues and expenses associated with the operations of the **Orange County Transportation Administration Program (OCTAP)** 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 34 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, thereby, 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 residents and visitors with improved public transportation and safety.

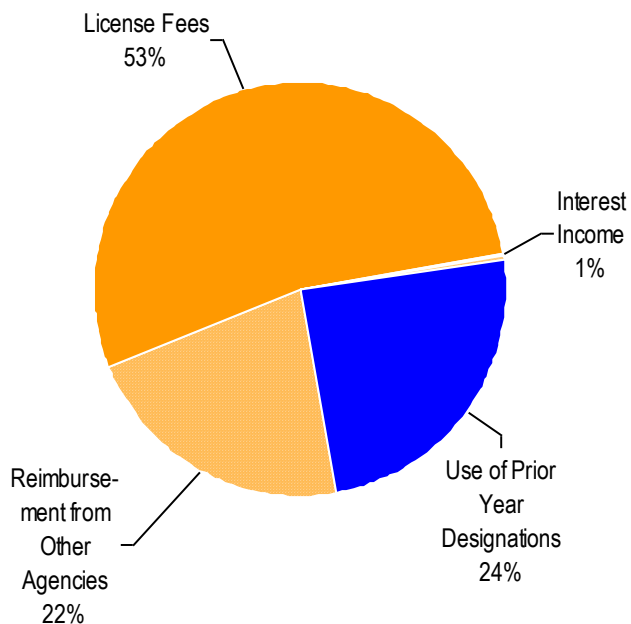
### Orange County Taxi Administration Program Sources & Uses

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6050 Reimbursement from Other Agencies	0	0	148,673
6110 License Fees	518,173	520,250	368,241
6200 Interest Income	11,026	7,690	3,550
6300 Other Non-operating Revenue	16,495	13,349	1,200
<b>Subtotal Revenues</b>	<b>\$ 545,694</b>	<b>\$ 541,289</b>	<b>\$ 521,664</b>
Use of Prior Year Designations	266,360	254,503	168,735
<b>Total Sources</b>	<b>\$ 812,054</b>	<b>\$ 795,792</b>	<b>\$ 690,399</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7100 Salaries and Benefits	504,965	475,562	405,900
7400 Overhead Allocation	241,778	251,254	251,300
7600 General and Administrative	65,311	68,976	33,199
<b>Subtotal Expenses</b>	<b>\$ 812,054</b>	<b>\$ 795,792</b>	<b>\$ 690,399</b>
<b>Total Uses</b>	<b>\$ 812,054</b>	<b>\$ 795,792</b>	<b>\$ 690,399</b>

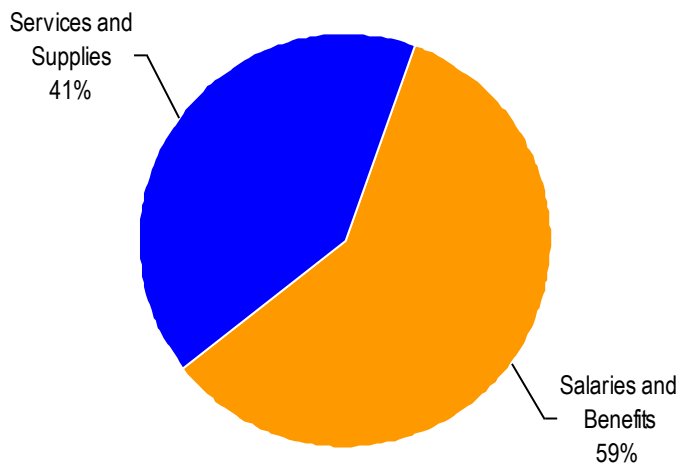
**Orange County Taxi Administration Program**

**Sources**



	FY 2017-18	Amount
Reimbursement from Other Agencies	\$	148,673
License Fees		368,241
Interest Income		3,550
Other Non-operating Revenue		1,200
Use of Prior Year Designations		168,735
<b>Total Sources</b>	<b>\$</b>	<b>690,399</b>

**Uses**



	FY 2017-18	Amount
Salaries and Benefits	\$	405,900
Services and Supplies		284,499
<b>Total Uses</b>	<b>\$</b>	<b>690,399</b>

Sources and Uses less than 1% are not shown on graphs



### Service Authority for Abandoned Vehicles (SAAV) Fund

The **Service Authority for Abandoned Vehicles (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 ten-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 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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6103 DMV Fees	1,002	100	0
6200 Interest Income	440	0	0
6540 Bankruptcy Loss Recovery	1,271	0	0
<b>Subtotal Revenues</b>	<b>\$ 2,713</b>	<b>\$ 100</b>	<b>\$ 0</b>
<b>Total Sources</b>	<b>\$ 2,713</b>	<b>\$ 100</b>	<b>\$ 0</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7600 General and Administrative	5	49	0
8200 Operating Transfers Out	50	0	0
<b>Subtotal Expenses</b>	<b>\$ 55</b>	<b>\$ 49</b>	<b>\$ 0</b>
Designations	2,658	51	0
<b>Total Uses</b>	<b>\$ 2,713</b>	<b>\$ 100</b>	<b>\$ 0</b>

## Service Authority for Freeway Emergencies (SAFE) Fund

The **Service Authority for Freeway Emergencies (SAFE)** Program consists of the Freeway Service Patrol (FSP), call box, and 511 programs. The call box program consists of 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 (CHP) 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 FSP to help. The Call Box Program is responsible for the maintenance and operation of a current network of 415 call boxes.

The FSP service is operated jointly by the California Highway Patrol, California

Department of Transportation, 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.

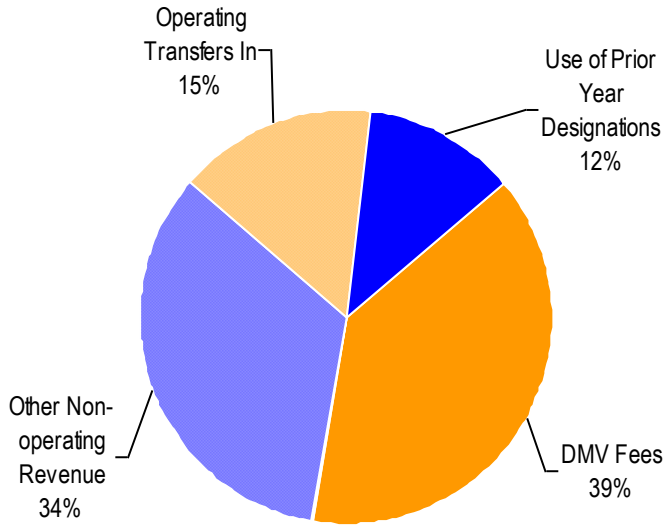
### Service Authority for Freeway Emergencies Sources & Uses

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6050 Reimbursement from Other Agencies	472	482	0
6103 DMV Fees	3,400,346	2,670,698	3,000,000
6200 Interest Income	20,093	25,315	23,503
6300 Other Non-operating Revenue	28,365	2,712,496	2,620,887
6500 Operating Transfers In	0	1,090,121	1,198,025
6540 Bankruptcy Loss Recovery	3,901	0	0
<b>Subtotal Revenues</b>	<b>\$ 3,453,177</b>	<b>\$ 6,499,112</b>	<b>\$ 6,842,415</b>
Use of Prior Year Designations	3,797,255	509,819	937,763
<b>Total Sources</b>	<b>\$ 7,250,432</b>	<b>\$ 7,008,931</b>	<b>\$ 7,780,178</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	903,177	649,582	1,073,227
7500 Professional Services	4,920,397	5,603,553	5,709,382
7600 General and Administrative	557,465	755,796	797,569
7800 Contributions to Other Agencies	869,393	0	0
9000 Capital Expenditures	0	0	200,000
<b>Subtotal Expenses</b>	<b>\$ 7,250,432</b>	<b>\$ 7,008,931</b>	<b>\$ 7,780,178</b>
<b>Total Uses</b>	<b>\$ 7,250,432</b>	<b>\$ 7,008,931</b>	<b>\$ 7,780,178</b>

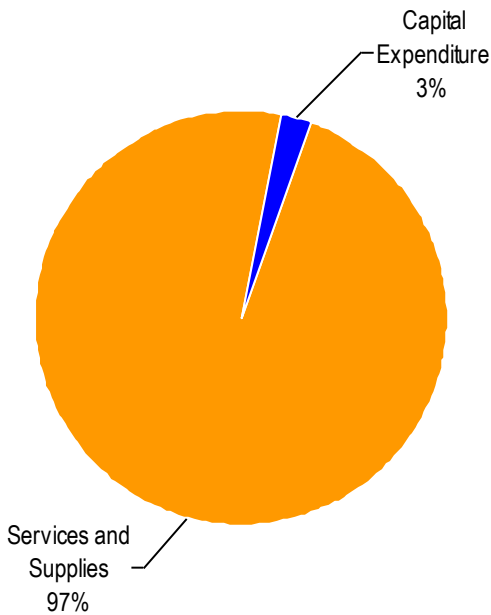
Service Authority for Freeway Emergencies

Sources



FY 2017-18	Amount
DMV Fees	\$ 3,000,000
Interest Income	23,503
Other Non-operating Revenue	2,620,887
Operating Transfers In	1,198,025
Use of Prior Year Designations	937,763
<b>Total Sources</b>	<b>\$ 7,780,178</b>

Uses



FY 2017-18	Amount
Services and Supplies	\$ 7,580,178
Capital Expenditure	200,000
<b>Total Uses</b>	<b>\$ 7,780,178</b>

Sources and Uses less than 1% are not shown on graphs



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

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

**Orange County Unified Transportation Trust Sources & Uses**

**Sources Summary**

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
5100 Passenger Fares	77,127	0	0
6200 Interest Income	278,687	158,835	158,840
6540 Bankruptcy Loss Recovery	26,669	0	0
<b>Subtotal Revenues</b>	<b>\$ 382,483</b>	<b>\$ 158,835</b>	<b>\$ 158,840</b>
Use of Prior Year Designations	44,388	0	0
<b>Total Sources</b>	<b>\$ 426,871</b>	<b>\$ 158,835</b>	<b>\$ 158,840</b>

**Uses Summary**

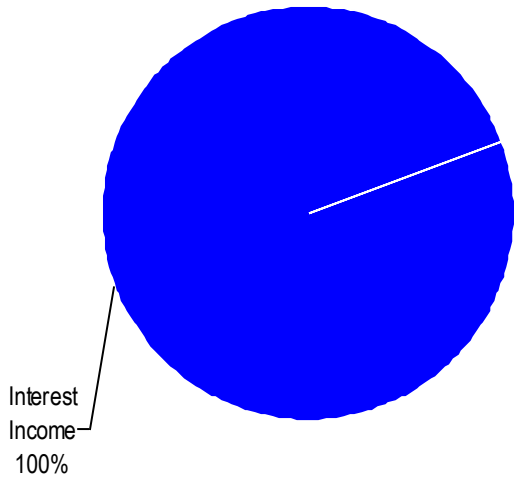
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7500 Professional Services	23,371	9,876	11,423
8200 Operating Transfers Out	403,500	0	0
<b>Subtotal Expenses</b>	<b>\$ 426,871</b>	<b>\$ 9,876</b>	<b>\$ 11,423</b>
Designations	0	148,959	147,417
<b>Total Uses</b>	<b>\$ 426,871</b>	<b>\$ 158,835</b>	<b>\$ 158,840</b>



Orange County Unified Transportation Trust

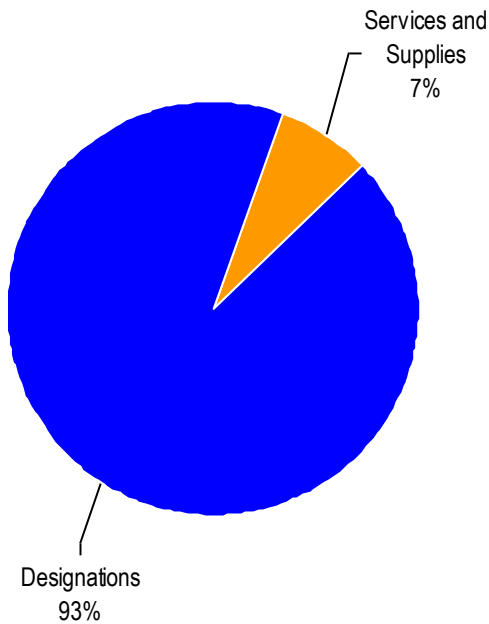
Sources

	FY 2017-18	Amount
Interest Income		\$ 158,840
<b>Total Sources</b>		<b>\$ 158,840</b>



Uses

	FY 2017-18	Amount
Services and Supplies		\$ 11,423
Designations		147,417
<b>Total Uses</b>		<b>\$ 158,840</b>



Sources and Uses less than 1% are not shown on graphs

## Transit Development Capital Projects Fund

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 ADA bus stop modifications project. These bus stop improvements were aimed to make all bus stops ADA accessible for our passengers. This fund has

also included right-of-way property acquisition, utility relocation, as well as engineering and design services for the OC Streetcar project. FY 2017-18 continues with planning, acquisition and construction of the 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 2017-18 budget also includes funds for the design of a Transit Security and Operations Center.

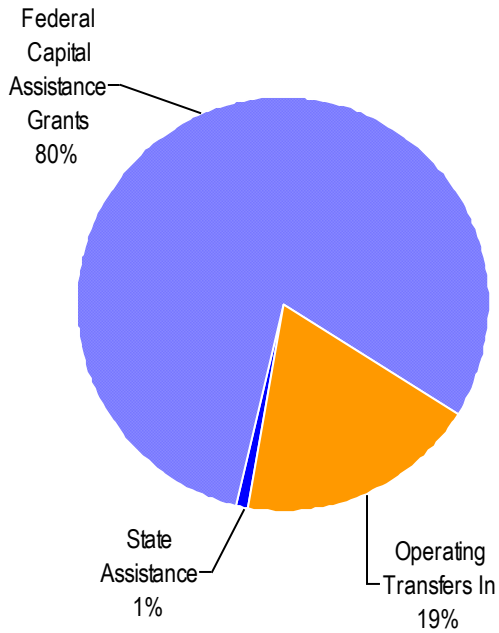
### Transit Development Capital Project Sources & Uses

Sources Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
6020 State Assistance	0	2,781,652	1,831,652
6030 Federal Operating Assistance Grants	-1	26,007,209	0
6040 Federal Capital Assistance Grants	2,520,211	0	194,083,977
6200 Interest Income	3,321	0	0
6500 Operating Transfers In	6,098,446	41,296,959	45,827,103
6540 Bankruptcy Loss Recovery	11,062	0	0
<b>Subtotal Revenues</b>	<b>\$ 8,633,039</b>	<b>\$ 70,085,820</b>	<b>\$ 241,742,732</b>
Use of Prior Year Designations	13,859,471	0	0
<b>Total Sources</b>	<b>\$ 22,492,510</b>	<b>\$ 70,085,820</b>	<b>\$ 241,742,732</b>

Uses Summary			
Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
7400 Overhead Allocation	605,939	6,207,818	6,252,234
7500 Professional Services	13,231,529	6,890,000	7,206,502
7600 General and Administrative	6	6,350	10,000
7800 Contributions to Other Agencies	160,211	720,000	1,543,100
9000 Capital Expenditures	8,494,825	56,261,652	226,730,896
<b>Subtotal Expenses</b>	<b>\$ 22,492,510</b>	<b>\$ 70,085,820</b>	<b>\$ 241,742,732</b>
<b>Total Uses</b>	<b>\$ 22,492,510</b>	<b>\$ 70,085,820</b>	<b>\$ 241,742,732</b>

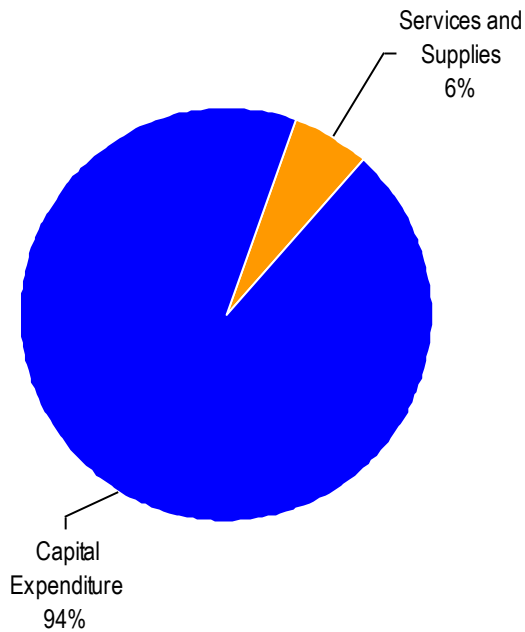
**Transit Development Capital Project**

**Sources**



FY 2017-18	Amount
State Assistance	\$ 1,831,652
Federal Capital Assistance Grants	194,083,977
Operating Transfers In	45,827,103
<b>Total Sources</b>	<b>\$ 241,742,732</b>

**Uses**



FY 2017-18	Amount
Services and Supplies	\$ 15,011,836
Capital Expenditure	226,730,896
<b>Total Uses</b>	<b>\$ 241,742,732</b>

Sources and Uses less than 1% are not shown on graphs

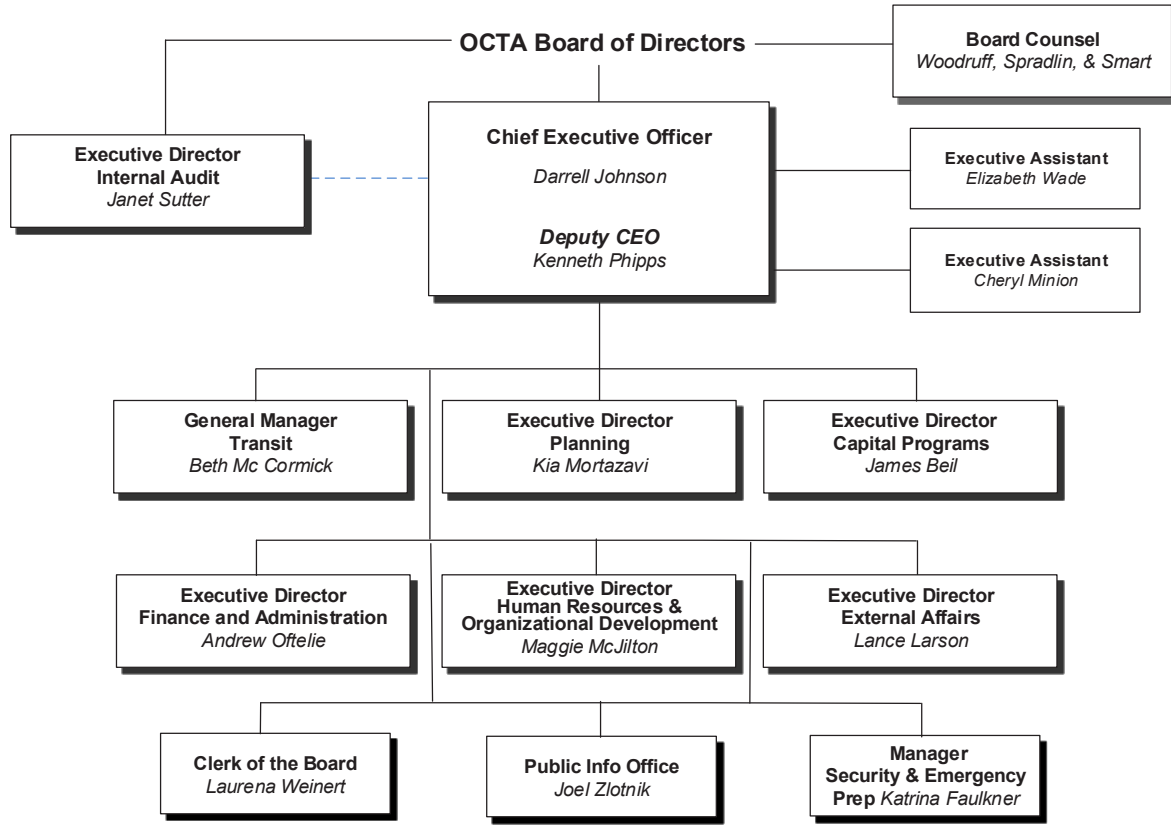




**OCTA**

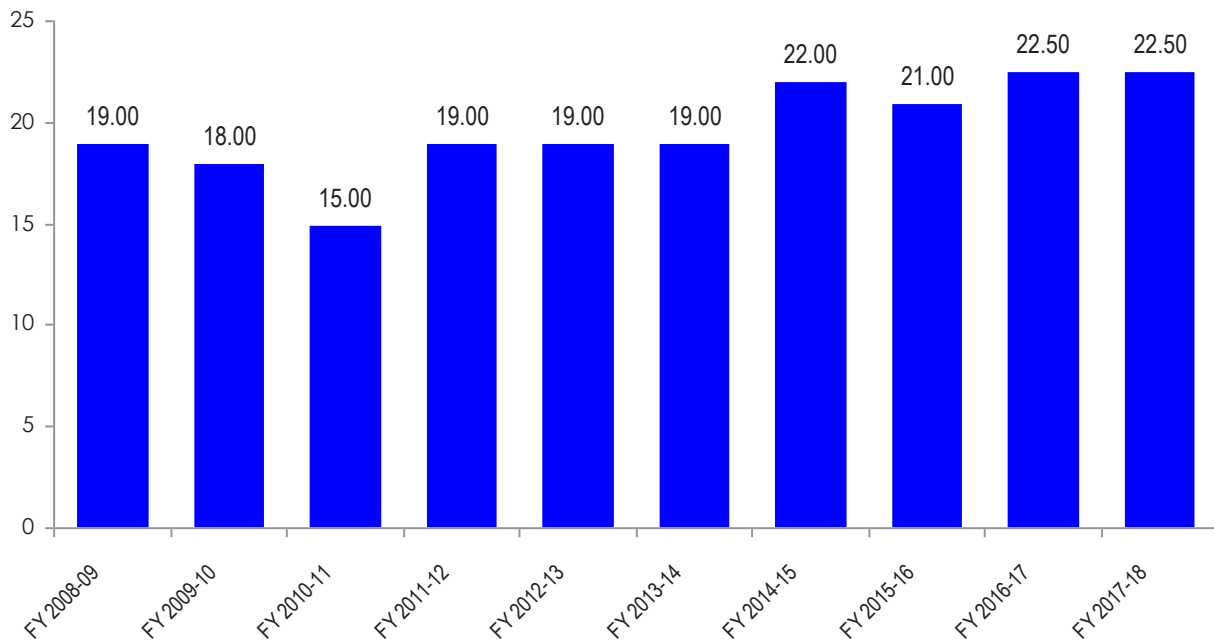


## Division Overview



The **Executive Office Division** is comprised of five 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.

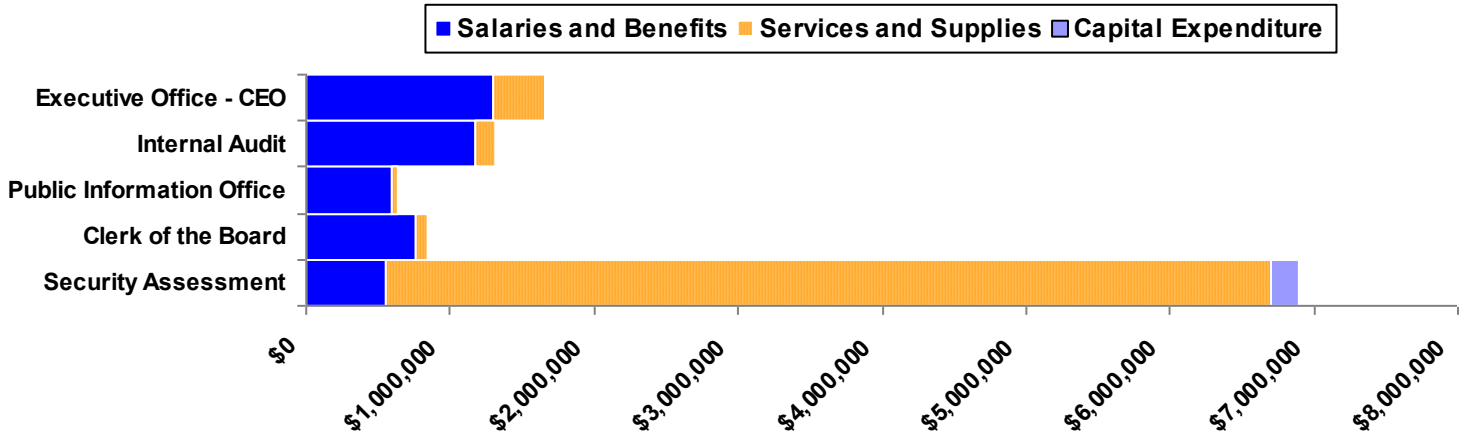
## Staffing Plan



## Executive Office Division Staffing

Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Office - CEO</u>			
Administrative Assistant	2.00	2.00	2.00
Administrative Specialist	0.00	0.00	1.00
Chief Executive Officer	1.00	1.00	1.00
Deputy Executive Officer	1.00	1.00	1.00
Office Specialist	1.00	1.00	0.00
<b>Executive Office - CEO</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Internal Audit</u>			
Administrative Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Internal Auditor	3.00	3.00	3.00
Section Manager	1.00	1.00	1.00
<b>Internal Audit</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>
<u>Public Information Office</u>			
Community Relations Specialist	1.00	0.00	0.00
Marketing Specialist	0.00	1.00	1.00
Media Relations	0.00	0.50	0.50
Section Manager	1.00	0.00	0.00
Strategic Communications Coordinator	1.00	1.00	1.00
Strategic Communications Manager	0.00	1.00	1.00
<b>Public Information Office</b>	<b>3.00</b>	<b>3.50</b>	<b>3.50</b>
<u>Clerk of the Board</u>			
Board Specialist	2.00	2.00	2.00
Department Manager	1.00	1.00	1.00
Section Manager	1.00	1.00	1.00
<b>Clerk of the Board</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>Security Assessment</u>			
Department Manager	1.00	1.00	1.00
Emergency Management	1.00	1.00	1.00
Office Specialist	1.00	1.00	1.00
Security Specialist	0.00	1.00	1.00
<b>Security Assessment</b>	<b>3.00</b>	<b>4.00</b>	<b>4.00</b>
<b>Total Executive Office</b>	<b>21.00</b>	<b>22.50</b>	<b>22.50</b>

### Executive Office Division Expenses by Department and Major Object



### Executive Office Expenses by Account

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	2,101,628	2,251,378	2,411,276
7150 Extra Help Employees	114,870	120,500	107,500
7209 Deferred Compensation	96,306	50,041	71,920
7210 Pensions	769,870	743,388	775,939
7220 Insurances	62,708	76,120	81,012
7240 Health Care	358,175	315,501	302,392
7260 Compensated Absences	263,046	301,523	304,033
7270 Workers' Compensation	80,032	37,471	47,162
7280 Other Benefits	137,370	257,711	272,047
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,984,005</b>	<b>\$ 4,153,633</b>	<b>\$ 4,373,281</b>
<b>Services and Supplies</b>			
7510 Professional Services	1,280,176	554,666	676,500
7540 Insurance Claims Expense	433	0	0
7610 Outside Services	4,973,580	5,476,944	5,619,318
7650 Travel, Training, and Mileage	72,709	86,406	89,694
7660 Office Expense	38,261	14,126	15,143
7670 Miscellaneous Expense	319,282	345,283	354,902
7790 Other Materials and Supplies	3,426	33,000	32,500
<b>Subtotal Services and Supplies</b>	<b>\$ 6,687,867</b>	<b>\$ 6,510,425</b>	<b>\$ 6,788,057</b>
<b>Capital Expenditure</b>			
9020 Capital Exp-Locally Funded	0	0	200,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 200,000</b>
<b>Total Uses</b>	<b>\$ 10,671,872</b>	<b>\$ 10,664,058</b>	<b>\$ 11,361,338</b>

## Executive Office - CEO Department

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Office - CEO</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	730,049	722,400	755,295
7209 Deferred Compensation	69,699	16,058	22,603
7210 Pensions	266,953	240,669	246,322
7220 Insurances	18,945	24,580	25,463
7240 Health Care	76,871	81,924	82,203
7260 Compensated Absences	86,724	96,759	95,550
7270 Workers' Compensation	27,011	13,021	10,257
7280 Other Benefits	66,700	57,145	60,444
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,342,952</b>	<b>\$ 1,252,556</b>	<b>\$ 1,298,137</b>
<u>Services and Supplies</u>			
7510 Professional Services	825	11,666	8,500
7650 Travel, Training, and Mileage	28,162	23,877	25,453
7660 Office Expense	1,274	1,843	1,843
7670 Miscellaneous Expense	307,214	323,132	329,800
<b>Subtotal Services and Supplies</b>	<b>\$ 337,475</b>	<b>\$ 360,518</b>	<b>\$ 365,596</b>
<b>Executive Office - CEO Total</b>	<b>\$ 1,680,427</b>	<b>\$ 1,613,074</b>	<b>\$ 1,663,733</b>

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 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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Internal Audit</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	601,503	629,131	678,253
7209 Deferred Compensation	11,852	14,032	20,252
7210 Pensions	226,687	208,409	218,746
7220 Insurances	16,275	21,381	22,813
7240 Health Care	81,413	84,432	85,926
7260 Compensated Absences	86,597	84,551	85,617
7270 Workers' Compensation	22,105	10,774	12,302
7280 Other Benefits	34,935	43,071	46,889
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,081,367</b>	<b>\$ 1,095,781</b>	<b>\$ 1,170,798</b>
<u>Services and Supplies</u>			
7510 Professional Services	737,416	100,000	125,000
7650 Travel, Training, and Mileage	11,531	12,100	13,067
7660 Office Expense	21,845	2,800	2,800
7670 Miscellaneous Expense	2,958	2,775	2,935
<b>Subtotal Services and Supplies</b>	<b>\$ 773,750</b>	<b>\$ 117,675</b>	<b>\$ 143,802</b>
<b>Internal Audit Total</b>	<b>\$ 1,855,117</b>	<b>\$ 1,213,456</b>	<b>\$ 1,314,600</b>

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Public Information Office</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	214,212	308,827	349,022
7150 Extra Help Employees	0	13,000	14,000
7209 Deferred Compensation	2,430	6,903	10,445
7210 Pensions	80,236	102,348	112,057
7220 Insurances	6,273	10,324	11,764
7240 Health Care	17,257	34,210	22,873
7260 Compensated Absences	33,376	41,595	44,155
7270 Workers' Compensation	7,782	4,418	8,201
7280 Other Benefits	7,554	16,675	19,448
<b>Subtotal Salaries and Benefits</b>	<b>\$ 369,120</b>	<b>\$ 538,300</b>	<b>\$ 591,965</b>
<u>Services and Supplies</u>			
7510 Professional Services	10,000	10,000	10,000
7610 Outside Services	2,624	38,400	31,488
7650 Travel, Training, and Mileage	1,587	923	857
7670 Miscellaneous Expense	1,247	1,670	1,595
<b>Subtotal Services and Supplies</b>	<b>\$ 15,458</b>	<b>\$ 50,993</b>	<b>\$ 43,940</b>
<b>Public Information Office Total</b>	<b>\$ 384,578</b>	<b>\$ 589,293</b>	<b>\$ 635,905</b>

The **Public Information Office** 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.





## Clerk of the Board Department

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Clerk of the Board</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	306,417	297,763	309,542
7150 Extra Help Employees	86,600	93,500	93,500
7209 Deferred Compensation	8,604	6,509	9,068
7210 Pensions	110,137	95,504	96,823
7220 Insurances	12,607	10,058	10,214
7240 Health Care	145,823	62,918	63,165
7260 Compensated Absences	24,400	39,221	38,332
7270 Workers' Compensation	13,568	5,251	8,201
7280 Other Benefits	25,994	125,028	127,482
<b>Subtotal Salaries and Benefits</b>	<b>\$ 734,150</b>	<b>\$ 735,752</b>	<b>\$ 756,327</b>
<u>Services and Supplies</u>			
7610 Outside Services	15,072	24,700	38,800
7650 Travel, Training, and Mileage	18,818	31,511	33,090
7660 Office Expense	9,510	6,483	7,000
7670 Miscellaneous Expense	5,710	13,681	14,232
<b>Subtotal Services and Supplies</b>	<b>\$ 49,110</b>	<b>\$ 76,375</b>	<b>\$ 93,122</b>
<b>Clerk of the Board Total</b>	<b>\$ 783,260</b>	<b>\$ 812,127</b>	<b>\$ 849,449</b>

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

This department is responsible for Board Members' compensation and travel, and provides direct meeting and administrative support to the Board. The department also receives and processes public records requests, all legal documents served upon OCTA, as well as collects and processes the Statement of Economic Interests filings (Form 700). In addition, the Clerk of the Board's services cut across many areas of OCTA, providing support to all divisions to ensure that Board and Committee-related items are processed accurately and in a timely manner, following mandated compliance requirements.

As the Managing Agency for the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency's (LOSSAN) Board, the OCTA's Clerk of the Board's office is responsible for administrative duties related to agenda preparation and distribution, conducting public meetings, and ensuring those meetings are held in compliance with California open meeting laws. The department is also responsible for maintaining comprehensive records and minutes for LOSSAN Board and Committee meetings, and similar to OCTA, processes public records requests, legal documents served upon LOSSAN, as well as Form 700 filings.

## Security and Emergency Preparedness Department

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 Department 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 Program (COOP). Many projects in both Security and Emergency Preparedness are grant funded by federal and state grants.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Security Assessment</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	202,463	293,257	319,164
7150 Extra Help Employees	7,388	14,000	0
7209 Deferred Compensation	2,362	6,539	9,552
7210 Pensions	66,822	96,458	101,991
7220 Insurances	6,605	9,777	10,758
7240 Health Care	29,501	52,017	48,225
7260 Compensated Absences	21,451	39,397	40,379
7270 Workers' Compensation	7,153	4,007	8,201
7280 Other Benefits	2,187	15,792	17,784
<b>Subtotal Salaries and Benefits</b>	<b>\$ 345,932</b>	<b>\$ 531,244</b>	<b>\$ 556,054</b>
<u>Services and Supplies</u>			
7510 Professional Services	531,935	433,000	533,000
7540 Insurance Claims Expense	433	0	0
7610 Outside Services	4,955,884	5,413,844	5,549,030
7650 Travel, Training, and Mileage	12,611	17,995	17,227
7660 Office Expense	5,632	3,000	3,500
7670 Miscellaneous Expense	2,312	4,025	6,340
7790 Other Materials and Supplies	3,426	33,000	32,500
<b>Subtotal Services and Supplies</b>	<b>\$ 5,512,233</b>	<b>\$ 5,904,864</b>	<b>\$ 6,141,597</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	200,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 200,000</b>
<b>Security Assessment Total</b>	<b>\$ 5,858,165</b>	<b>\$ 6,436,108</b>	<b>\$ 6,897,651</b>

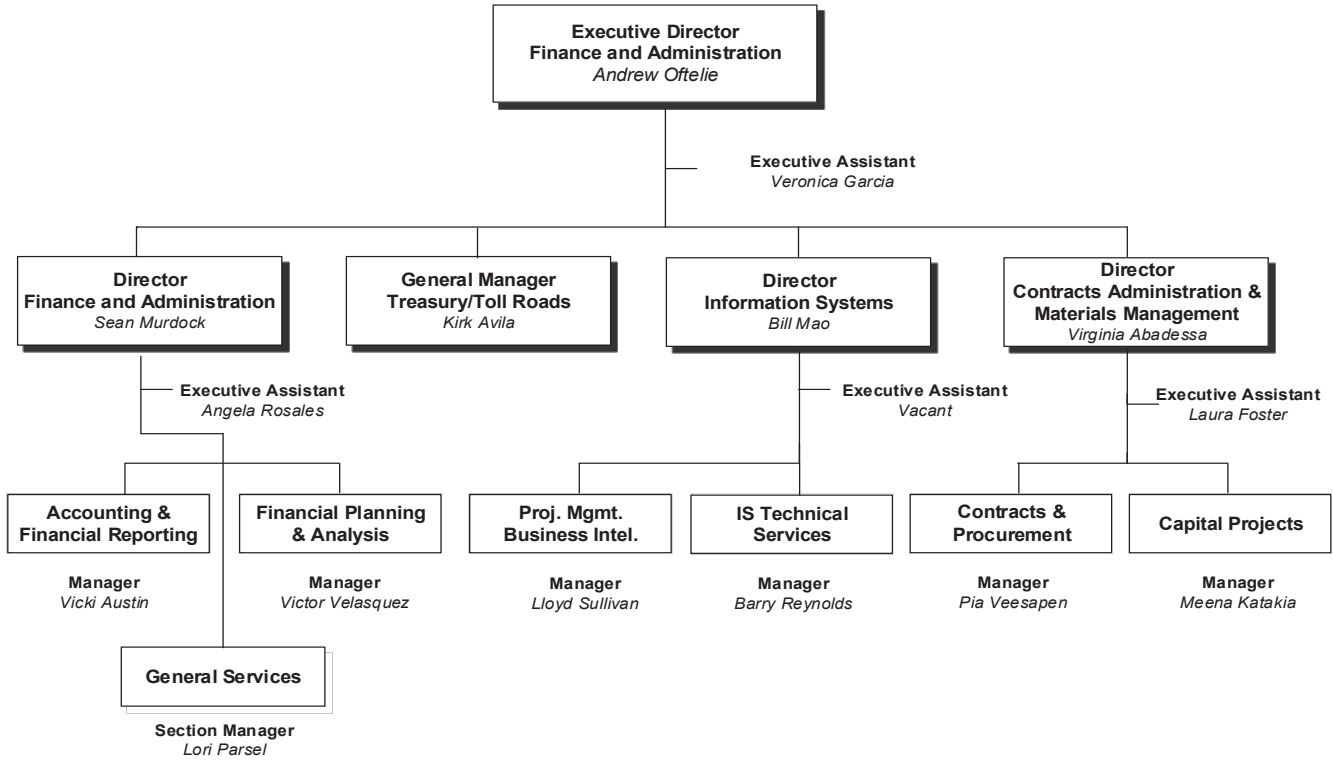


**OCTA**



Division Overview

Orange County Transportation Authority  
Finance and Administration Division

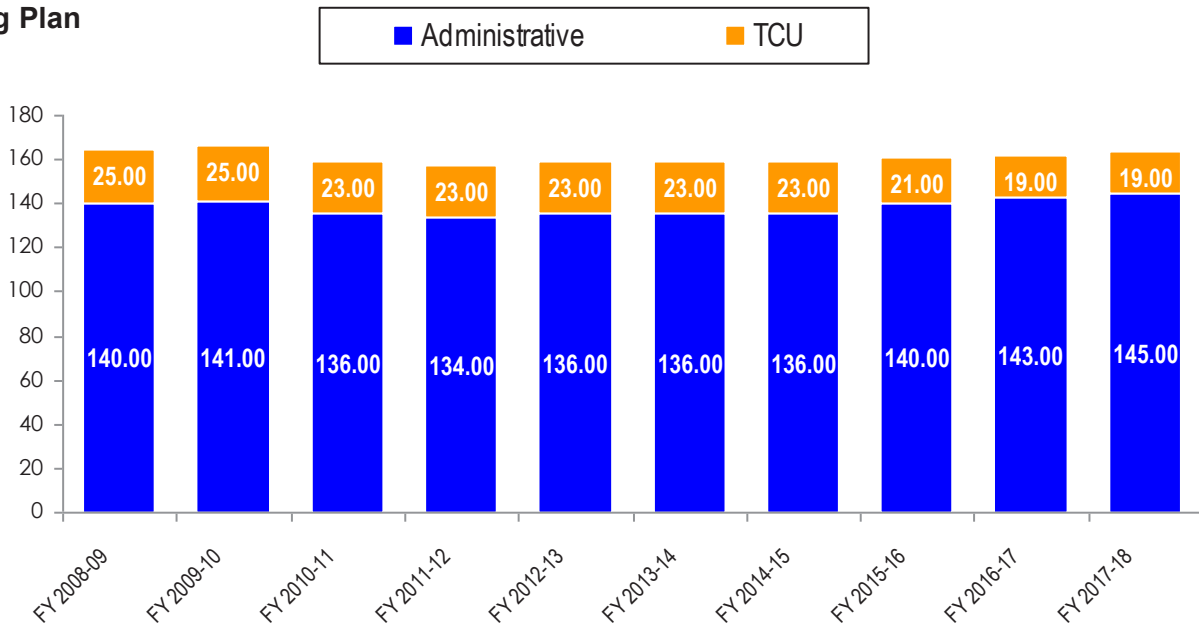


The **Finance and Administration (F and A) Division** supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. This division analyzes fiscal issues and advises the Board in the areas of long-term financing, fund planning, annual budget, and compliance with generally accepted accounting

standards. Staff works closely with federal, state, and local agencies to ensure the continued and successful administration 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.

Staffing Plan



## Finance and Administration Division Staffing

Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Director, Finance and Administration</u>			
Administrative Assistant	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
<b>Executive Director, Finance and Administration</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>Accounting and Financial Reporting</u>			
Accountant	4.00	4.00	4.00
Accounting Specialist	10.00	10.00	10.00
Business Systems Analyst	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Grants Technician	1.00	0.00	0.00
Payroll Administrator	1.00	1.00	1.00
Section Manager	5.00	5.00	5.00
Section Supervisor	1.00	0.00	0.00
<b>Accounting and Financial Reporting</b>	<b>24.00</b>	<b>22.00</b>	<b>22.00</b>
<u>Financial Planning and Analysis</u>			
Department Manager	1.00	1.00	1.00
Financial Analyst	8.00	6.00	8.00
Section Manager	3.00	2.00	2.00
<b>Financial Planning and Analysis</b>	<b>12.00</b>	<b>9.00</b>	<b>11.00</b>
<u>Grants and Revenue Management</u>			
Department Manager	0.00	1.00	1.00
Financial Analyst	0.00	2.00	3.00
Grants Technician	0.00	1.00	0.00
IS Enterprise Architect	0.00	1.00	0.00
Section Manager	0.00	0.00	1.00
Section Supervisor	0.00	1.00	1.00
<b>Grants and Revenue Management</b>	<b>0.00</b>	<b>6.00</b>	<b>6.00</b>
<u>Contracts Administration and Material Management</u>			
Business Systems Analyst	1.00	1.00	1.00
Buyer	4.00	4.00	4.00
Contract Administrator	16.00	16.00	15.00
Department Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Equipment Parts Clerk	17.00	17.00	17.00
Inventory Analyst	1.00	1.00	1.00
Materials Management Planner	1.00	1.00	1.00
Office Specialist	2.00	2.00	2.00
Secretary	1.00	1.00	1.00
Section Manager	4.00	4.00	5.00
Section Supervisor	3.00	3.00	3.00
Stockroom Clerk	4.00	2.00	2.00
Warranty Coordinator	2.00	2.00	2.00
<b>Contracts Administration and Material Management</b>	<b>59.00</b>	<b>57.00</b>	<b>57.00</b>

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## Finance and Administration Division Staffing (Continued)

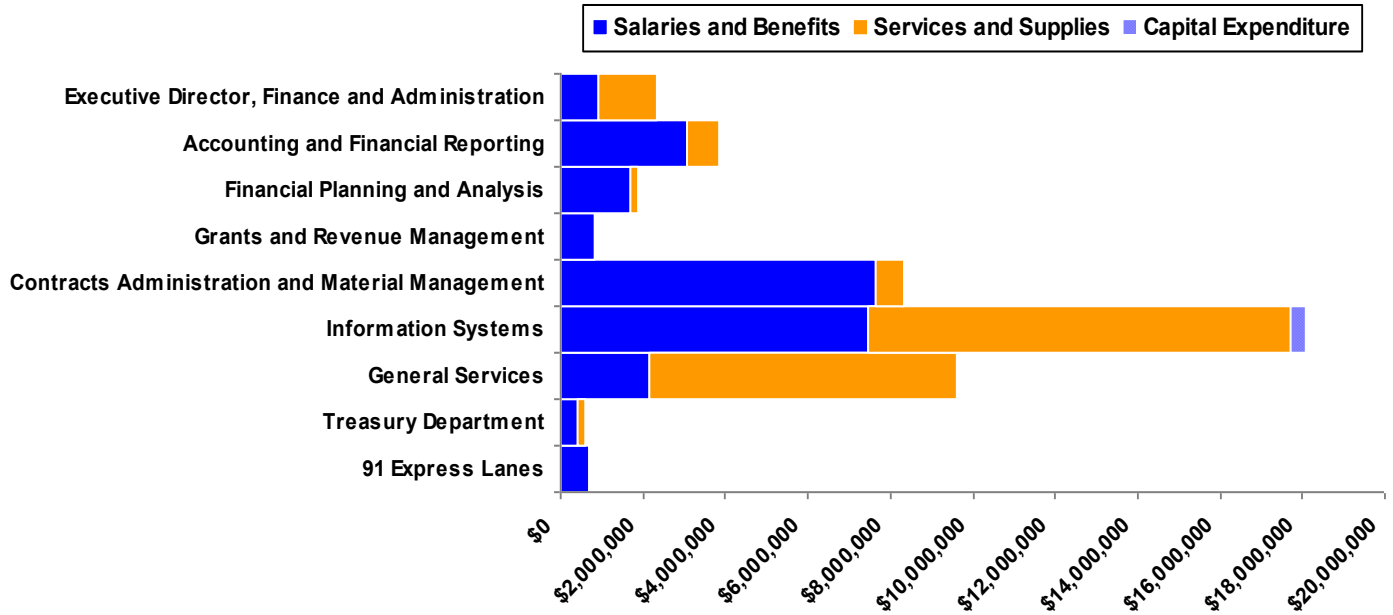
Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Information Systems</u>			
Business Intelligence Analyst	1.00	1.00	0.00
Business Systems Analyst	6.00	7.00	9.00
Data Architect	1.00	1.00	1.00
Database Administrator	1.00	1.00	1.00
Department Manager	1.00	3.00	2.00
Director	0.00	1.00	1.00
Help Desk Technician	4.00	3.00	3.00
Intranet Specialist	0.00	0.00	1.00
IS Bus Strategist	1.00	1.00	0.00
IS Enterprise Architect	1.00	0.00	0.00
IS Project Manager	3.00	2.00	4.00
IS Security Analyst	2.00	1.00	1.00
IS Systems Architect	1.00	1.00	1.00
Network Analyst	2.00	2.00	2.00
Office Specialist	2.00	2.00	1.00
Programmer Analyst	2.00	2.00	2.00
Secretary	0.00	0.00	1.00
Section Manager	4.00	4.00	4.00
Systems Software Analyst	5.00	5.00	4.00
Telecommunications Coordinator	1.00	1.00	1.00
Transit Project Manager	0.00	1.00	0.00
Transportation Analyst	0.00	0.00	1.00
<b>Information Systems</b>	<b>38.00</b>	<b>39.00</b>	<b>40.00</b>
<u>General Services</u>			
Digital Reprographics	3.00	3.00	3.00
General Services Specialist	4.00	5.00	5.00
Intranet Specialist	1.00	1.00	0.00
Marketing Program Administrator	1.00	0.00	0.00
Office Specialist	5.00	5.00	5.00
Records Management Administrator	1.00	1.00	1.00
Section Manager	2.00	2.00	2.00
Section Supervisor	2.00	3.00	3.00
<b>General Services</b>	<b>19.00</b>	<b>20.00</b>	<b>19.00</b>
<u>Treasury Department</u>			
Department Manager	1.00	1.00	1.00
Deputy Treasurer	1.00	1.00	1.00
<b>Treasury Department</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>
<u>91 Express Lanes</u>			
General Manager	1.00	1.00	1.00
IS Project Manager	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
<b>91 Express Lanes</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>
<b>Total Finance and Administration</b>	<b>161.00</b>	<b>162.00</b>	<b>164.00</b>

## Finance and Administration Division Expenses by Account

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,156,248	13,045,769	13,675,315
7150 Extra Help Employees	132,412	133,000	148,400
7209 Deferred Compensation	216,779	285,705	402,133
7210 Pensions	4,437,966	4,282,271	4,384,045
7220 Insurances	338,971	431,710	453,683
7240 Health Care	2,302,854	2,593,637	2,713,509
7260 Compensated Absences	1,485,545	1,750,770	1,744,409
7270 Workers' Compensation	446,546	266,174	322,788
7280 Other Benefits	857,513	936,492	985,679
<b>Subtotal Salaries and Benefits</b>	<b>\$ 22,374,834</b>	<b>\$ 23,725,528</b>	<b>\$ 24,829,961</b>
<u>Services and Supplies</u>			
7510 Professional Services	4,515,315	4,256,972	5,346,660
7540 Insurance Claims Expense	473	0	0
7610 Outside Services	3,979,190	5,053,323	6,407,633
7630 Advertising Fees	52,766	55,612	53,500
7640 Utilities	2,617,708	2,786,248	2,900,904
7650 Travel, Training, and Mileage	98,818	129,334	120,338
7660 Office Expense	2,507,444	1,004,832	1,896,301
7670 Miscellaneous Expense	155,944	167,524	171,724
7690 Leases	3,662,877	3,660,427	3,934,106
7710 Fuels and Lubricants	2,047	3,000	3,000
7750 Maintenance Expense	243,993	116,000	153,000
7790 Other Materials and Supplies	27,057	73,600	39,500
7830 Contributions to Other Agencies	7,050	14,300	13,465
<b>Subtotal Services and Supplies</b>	<b>\$ 17,870,682</b>	<b>\$ 17,321,172</b>	<b>\$ 21,040,131</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,834,937	2,869,210	351,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,834,937</b>	<b>\$ 2,869,210</b>	<b>\$ 351,000</b>
<b>Total Uses</b>	<b>\$ 42,080,453</b>	<b>\$ 43,915,910</b>	<b>\$ 46,221,092</b>



## Executive Director, Finance and Administration



The **Executive Director of Finance and Administration** 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.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Director, Finance and Administration</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	513,001	491,092	518,065
7209 Deferred Compensation	17,019	10,978	15,504
7210 Pensions	200,048	166,122	170,512
7220 Insurances	13,495	16,938	17,463
7240 Health Care	76,546	72,306	72,471
7260 Compensated Absences	44,426	66,144	65,539
7270 Workers' Compensation	19,462	8,401	8,201
7280 Other Benefits	79,262	44,873	47,226
<b>Subtotal Salaries and Benefits</b>	<b>\$ 963,259</b>	<b>\$ 876,854</b>	<b>\$ 914,981</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,121,096	995,000	1,399,000
7650 Travel, Training, and Mileage	8,858	3,254	3,580
7660 Office Expense	1,352	2,500	2,500
7670 Miscellaneous Expense	8,310	8,370	9,370
7830 Contributions to Other Agencies	7,050	14,300	13,465
<b>Subtotal Services and Supplies</b>	<b>\$ 1,146,666</b>	<b>\$ 1,023,424</b>	<b>\$ 1,427,915</b>
<b>Executive Director, Finance and Administration</b>	<b>\$ 2,109,925</b>	<b>\$ 1,900,278</b>	<b>\$ 2,342,896</b>

## 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), Orange County Local

Transportation Authority (OCLTA) Financial Statements, the National Transit Database (NTD) Report, Cost Allocation Plan, Measure M Status Report, and 91 Express Lanes Financial Statements.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Accounting and Financial Reporting</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,702,532	1,605,759	1,683,856
7209 Deferred Compensation	25,736	35,754	50,221
7210 Pensions	618,319	524,583	536,266
7220 Insurances	47,282	53,587	56,571
7240 Health Care	360,928	366,787	374,165
7260 Compensated Absences	214,282	215,438	212,301
7270 Workers' Compensation	61,005	31,068	45,108
7280 Other Benefits	79,719	86,355	93,507
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,109,803</b>	<b>\$ 2,919,331</b>	<b>\$ 3,051,995</b>
<u>Services and Supplies</u>			
7510 Professional Services	50,568	92,500	137,000
7610 Outside Services	449,607	521,366	493,085
7630 Advertising Fees	4,028	1,400	1,500
7650 Travel, Training, and Mileage	13,578	19,392	18,167
7660 Office Expense	111,819	139,647	143,930
7670 Miscellaneous Expense	7,992	8,797	8,710
<b>Subtotal Services and Supplies</b>	<b>\$ 637,592</b>	<b>\$ 783,102</b>	<b>\$ 802,392</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	126,210	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 126,210</b>	<b>\$ 0</b>
<b>Accounting and Financial Reporting Total</b>	<b>\$ 3,747,395</b>	<b>\$ 3,828,643</b>	<b>\$ 3,854,387</b>

**Financial Planning and Analysis**

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Financial Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,044,667	752,561	955,641
7150 Extra Help Employees	0	13,000	13,000
7209 Deferred Compensation	20,072	16,823	28,600
7210 Pensions	370,572	247,295	305,868
7220 Insurances	29,061	25,521	32,214
7240 Health Care	168,011	114,315	155,531
7260 Compensated Absences	99,419	101,363	120,897
7270 Workers' Compensation	37,054	18,594	22,554
7280 Other Benefits	66,204	40,626	53,246
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,835,060</b>	<b>\$ 1,330,098</b>	<b>\$ 1,687,551</b>
<u>Services and Supplies</u>			
7510 Professional Services	184,228	177,240	177,240
7650 Travel, Training, and Mileage	11,997	5,788	6,462
7660 Office Expense	6,447	6,000	3,678
7670 Miscellaneous Expense	484	693	560
<b>Subtotal Services and Supplies</b>	<b>\$ 203,156</b>	<b>\$ 189,721</b>	<b>\$ 187,940</b>
<b>Financial Planning and Analysis Total</b>	<b>\$ 2,038,216</b>	<b>\$ 1,519,819</b>	<b>\$ 1,875,491</b>

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.



## Grants and Revenue Management

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Grants and Revenue Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	471,272	463,484
7209 Deferred Compensation	0	10,534	13,870
7210 Pensions	0	154,557	148,107
7220 Insurances	0	16,132	15,626
7240 Health Care	0	92,005	80,527
7260 Compensated Absences	0	63,473	58,632
7270 Workers' Compensation	0	30,696	12,302
7280 Other Benefits	0	25,443	25,823
<b>Subtotal Salaries and Benefits</b>	<b>\$ 0</b>	<b>\$ 864,112</b>	<b>\$ 818,371</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	2,358	2,182
7660 Office Expense	0	4,000	4,000
7670 Miscellaneous Expense	0	450	350
<b>Subtotal Services and Supplies</b>	<b>\$ 0</b>	<b>\$ 6,808</b>	<b>\$ 6,532</b>
<b>Grants and Revenue Management Total</b>	<b>\$ 0</b>	<b>\$ 870,920</b>	<b>\$ 824,903</b>

The **Grants and Revenue Management Department** is tasked with the management and administration of all federal and state grants from the point of grant award through the close-out process. The department will ensure accurate and timely receipt of all grant funds and certify OCTA meets all federal and state compliance requirements. In addition, this department will be responsible for all revenue administration, including fare policy and adjustments, fare stabilization revenue, administration of the Transportation Development Act, local sales tax revenue administration, development of the annual revenue budget, and overseeing financial audits and funding agencies' reviews pertaining to grants.



## 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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Contracts Administration and Material Manage</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,658,114	4,051,095	4,150,343
7150 Extra Help Employees	52,293	66,000	79,000
7209 Deferred Compensation	56,956	85,478	117,461
7210 Pensions	1,292,028	1,320,903	1,322,220
7220 Insurances	102,119	129,134	133,020
7240 Health Care	747,693	883,257	917,120
7260 Compensated Absences	517,483	544,322	541,037
7270 Workers' Compensation	133,909	75,525	103,399
7280 Other Benefits	156,856	252,685	263,440
<b>Subtotal Salaries and Benefits</b>	<b>\$ 6,717,451</b>	<b>\$ 7,408,399</b>	<b>\$ 7,627,040</b>
<u>Services and Supplies</u>			
7510 Professional Services	179,215	275,000	325,000
7610 Outside Services	4,513	45,000	45,000
7630 Advertising Fees	48,738	54,212	52,000
7650 Travel, Training, and Mileage	7,522	11,827	12,145
7660 Office Expense	34,935	15,600	11,600
7670 Miscellaneous Expense	78,729	86,724	90,524
7750 Maintenance Expense	242,842	105,000	150,000
7790 Other Materials and Supplies	1,788	28,600	3,000
<b>Subtotal Services and Supplies</b>	<b>\$ 598,282</b>	<b>\$ 621,963</b>	<b>\$ 689,269</b>
<b>Contracts Administration and Material Manage</b>	<b>\$ 7,315,733</b>	<b>\$ 8,030,362</b>	<b>\$ 8,316,309</b>

## Information Systems

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Information Systems</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,650,939	4,017,446	4,219,999
7150 Extra Help Employees	57,787	40,000	42,000
7209 Deferred Compensation	61,940	89,265	126,142
7210 Pensions	1,374,956	1,313,707	1,350,983
7220 Insurances	100,653	134,245	142,091
7240 Health Care	622,209	709,542	738,060
7260 Compensated Absences	438,068	537,862	533,226
7270 Workers' Compensation	135,617	71,883	82,015
7280 Other Benefits	240,459	224,777	244,039
<b>Subtotal Salaries and Benefits</b>	<b>\$ 6,682,628</b>	<b>\$ 7,138,727</b>	<b>\$ 7,478,555</b>
<u>Services and Supplies</u>			
7510 Professional Services	2,795,453	2,437,000	3,153,500
7540 Insurance Claims Expense	473	0	0
7610 Outside Services	3,025,023	3,971,457	5,283,168
7640 Utilities	623,718	858,748	876,900
7650 Travel, Training, and Mileage	48,565	74,177	65,076
7660 Office Expense	1,867,228	364,370	856,910
7670 Miscellaneous Expense	1,792	3,230	2,400
7750 Maintenance Expense	0	6,000	3,000
<b>Subtotal Services and Supplies</b>	<b>\$ 8,362,252</b>	<b>\$ 7,714,982</b>	<b>\$ 10,240,954</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,766,819	2,743,000	351,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,766,819</b>	<b>\$ 2,743,000</b>	<b>\$ 351,000</b>
<b>Information Systems Total</b>	<b>\$ 16,811,699</b>	<b>\$ 17,596,709</b>	<b>\$ 18,070,509</b>

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 infra-

structure effective, modern, and 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

Department oversees records management, mail services, reprographics, OCTA Store, and OCTA's receptionist staff. General Services is also responsible for OCTA's lost and found program and the OCTA-wide Internal Communications program, which is administered to promote com-

munications 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.

<b>Expenses</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
<b>General Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,003,133	1,058,293	1,050,616
7150 Extra Help Employees	22,332	14,000	14,400
7209 Deferred Compensation	13,915	23,500	31,383
7210 Pensions	365,579	356,372	345,229
7220 Insurances	31,187	35,234	35,348
7240 Health Care	239,209	269,953	289,996
7260 Compensated Absences	123,482	141,591	132,659
7270 Workers' Compensation	38,477	19,444	38,957
7280 Other Benefits	174,430	220,255	213,930
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,011,744</b>	<b>\$ 2,138,642</b>	<b>\$ 2,152,518</b>
<u>Services and Supplies</u>			
7510 Professional Services	120,793	217,232	89,920
7610 Outside Services	500,047	515,500	586,380
7640 Utilities	1,993,990	1,927,500	2,024,004
7650 Travel, Training, and Mileage	3,291	10,616	10,682
7660 Office Expense	378,403	367,600	753,568
7670 Miscellaneous Expense	26,444	26,600	27,150
7690 Leases	3,662,877	3,660,427	3,934,106
7710 Fuels and Lubricants	2,047	3,000	3,000
7750 Maintenance Expense	1,151	5,000	0
7790 Other Materials and Supplies	25,269	45,000	36,500
<b>Subtotal Services and Supplies</b>	<b>\$ 6,714,312</b>	<b>\$ 6,778,475</b>	<b>\$ 7,465,310</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	68,118	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 68,118</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>General Services Total</b>	<b>\$ 8,794,174</b>	<b>\$ 8,917,117</b>	<b>\$ 9,617,828</b>

## Treasury/91 Express Lanes

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Treasury Department</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	166,702	210,566	220,345
7209 Deferred Compensation	3,596	4,706	6,594
7210 Pensions	61,172	69,056	70,412
7220 Insurances	4,542	7,390	7,429
7240 Health Care	47,645	46,604	46,714
7260 Compensated Absences	17,074	28,360	27,874
7270 Workers' Compensation	5,984	3,096	4,101
7280 Other Benefits	11,948	11,368	12,277
<b>Subtotal Salaries and Benefits</b>	<b>\$ 318,663</b>	<b>\$ 381,146</b>	<b>\$ 395,746</b>
<u>Services and Supplies</u>			
7510 Professional Services	63,962	63,000	65,000
7650 Travel, Training, and Mileage	5,007	1,922	2,044
7660 Office Expense	107,260	105,115	120,115
7670 Miscellaneous Expense	32,193	32,660	32,660
<b>Subtotal Services and Supplies</b>	<b>\$ 208,422</b>	<b>\$ 202,697</b>	<b>\$ 219,819</b>
<b>Treasury Department Total</b>	<b>\$ 527,085</b>	<b>\$ 583,843</b>	<b>\$ 615,565</b>

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 Toll Road staff oversees

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

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>91 Express Lanes</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	417,160	387,685	412,966
7209 Deferred Compensation	17,545	8,667	12,358
7210 Pensions	155,292	129,676	134,448
7220 Insurances	10,632	13,529	13,921
7240 Health Care	40,613	38,868	38,925
7260 Compensated Absences	31,311	52,217	52,244
7270 Workers' Compensation	15,038	7,467	6,151
7280 Other Benefits	48,635	30,110	32,191
<b>Subtotal Salaries and Benefits</b>	<b>\$ 736,226</b>	<b>\$ 668,219</b>	<b>\$ 703,204</b>
<b>91 Express Lanes Total</b>	<b>\$ 736,226</b>	<b>\$ 668,219</b>	<b>\$ 703,204</b>



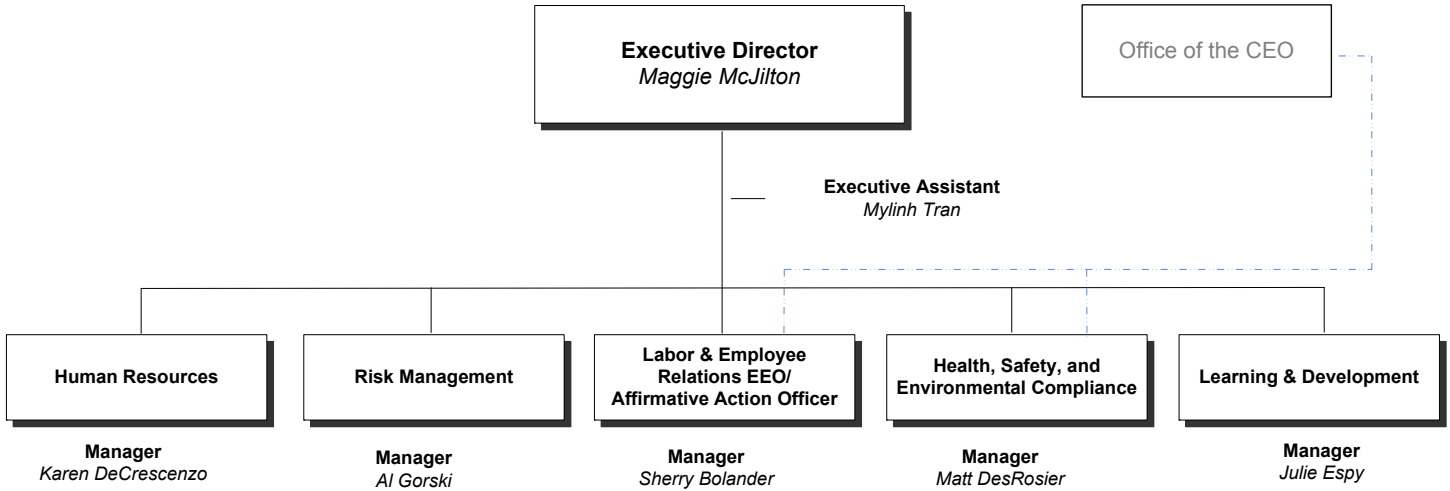


**OCTA**



Division Overview

Human Resources & Organizational Development Division



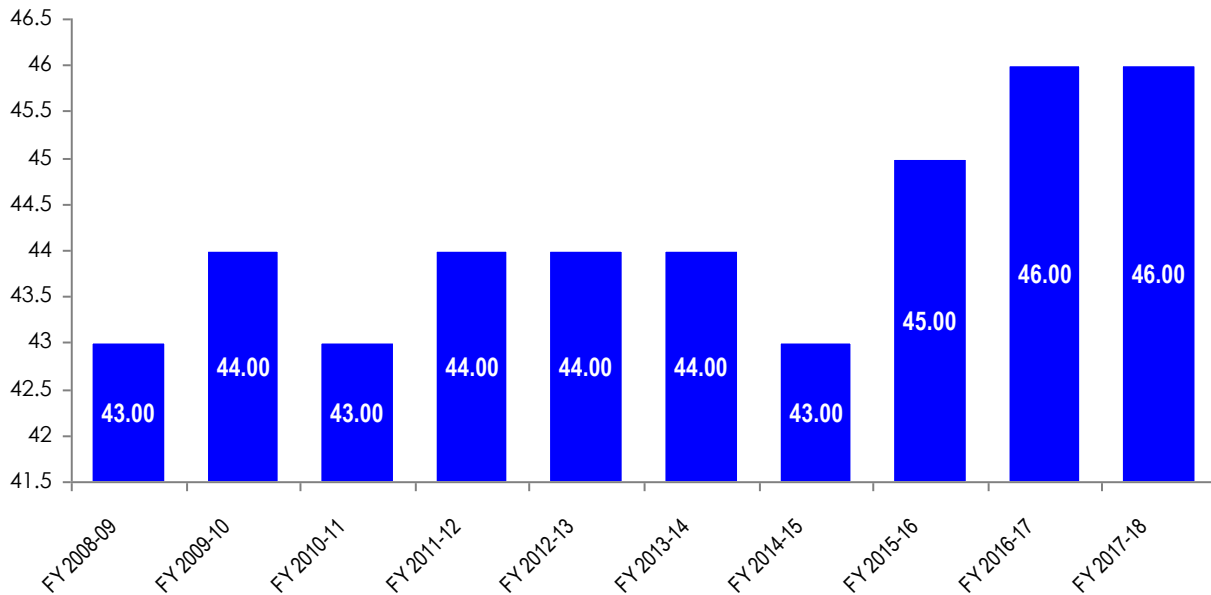
Division Overview

The **Human Resources and Organizational Development (HR&OD) Division** supports 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.

Staffing Plan



## Human Resources and Organizational Development Division Staffing

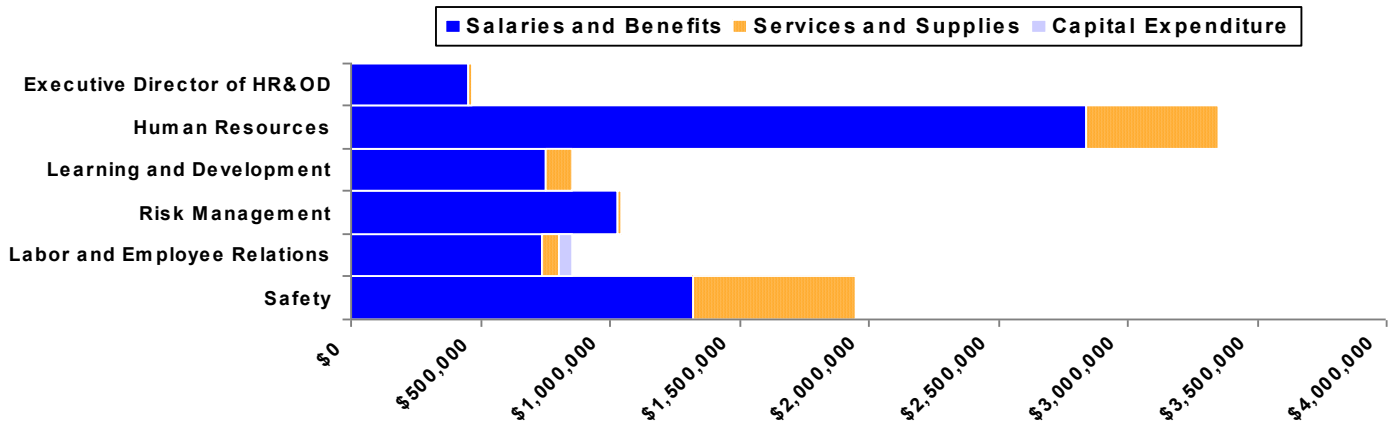
Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Director of HR&amp;OD</u>			
Administrative Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
<b>Executive Director of HR&amp;OD</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>
<u>Human Resources</u>			
Benefit Analyst	3.00	4.00	5.00
Business Systems Analyst	1.00	1.00	1.00
Compensation Analyst	3.00	3.00	3.00
Department Manager	1.00	1.00	1.00
HR Assistant	2.00	0.00	0.00
HR Business Partner	0.00	1.00	1.00
Human Resources Representative	4.00	6.00	5.00
Office Specialist	3.00	1.00	1.00
Safety, Health & Environmental Specialist	0.00	0.00	1.00
Section Manager	2.00	2.00	2.00
<b>Human Resources</b>	<b>19.00</b>	<b>19.00</b>	<b>20.00</b>
<u>Learning and Development</u>			
Administrative Specialist	0.00	1.00	0.00
Department Manager	1.00	1.00	1.00
Learning and Development Administrator	3.00	3.00	3.00
<b>Learning and Development</b>	<b>4.00</b>	<b>5.00</b>	<b>4.00</b>
<u>Risk Management</u>			
Administrative Specialist	3.00	3.00	3.00
Claims Representative	2.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Section Manager	1.00	1.00	1.00
Worker's Comp Program Specialist	0.00	1.00	1.00
<b>Risk Management</b>	<b>7.00</b>	<b>7.00</b>	<b>7.00</b>
<u>Labor and Employee Relations</u>			
Administrative Specialist	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Employee Relations Rep	3.00	3.00	3.00
Office Specialist	1.00	1.00	0.00
<b>Labor and Employee Relations</b>	<b>6.00</b>	<b>6.00</b>	<b>5.00</b>
<u>Safety</u>			
Administrative Specialist	0.00	0.00	1.00
Construction Safety Officer	1.00	1.00	2.00
Department Manager	1.00	1.00	1.00
Rail Systems Safety Specialist	1.00	1.00	1.00
Safety, Health & Environmental Specialist	4.00	4.00	3.00
<b>Safety</b>	<b>7.00</b>	<b>7.00</b>	<b>8.00</b>
<b>Total HR&amp;OD</b>	<b>45.00</b>	<b>46.00</b>	<b>46.00</b>

## Human Resources and Organizational Development Division Expenses by Account

### Division Expenses by Account

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	3,055,875	3,686,348	3,887,777
7150 Extra Help Employees	61,260	56,000	89,000
7209 Deferred Compensation	52,629	82,363	116,325
7210 Pensions	1,088,277	1,211,910	1,247,939
7220 Insurances	91,541	124,272	131,027
7240 Health Care	566,516	740,396	740,488
7260 Compensated Absences	363,659	496,269	491,735
7270 Workers' Compensation	109,955	64,239	94,317
7280 Other Benefits	193,842	313,918	330,759
<b>Subtotal Salaries and Benefits</b>	<b>\$ 5,583,554</b>	<b>\$ 6,775,715</b>	<b>\$ 7,129,367</b>
<b>Services and Supplies</b>			
7510 Professional Services	703,691	591,369	751,289
7610 Outside Services	159,648	262,871	247,431
7630 Advertising Fees	42,578	36,000	60,000
7650 Travel, Training, and Mileage	68,613	68,154	72,169
7660 Office Expense	66,299	57,149	59,850
7670 Miscellaneous Expense	82,028	124,561	116,196
7690 Leases	3,127	3,300	3,300
7790 Other Materials and Supplies	22,364	24,683	24,993
<b>Subtotal Services and Supplies</b>	<b>\$ 1,148,348</b>	<b>\$ 1,168,087</b>	<b>\$ 1,335,228</b>
<b>Capital Expenditure</b>			
9020 Capital Exp-Locally Funded	0	0	49,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 49,000</b>
<b>Total Uses</b>	<b>\$ 6,731,902</b>	<b>\$ 7,943,802</b>	<b>\$ 8,513,595</b>

### 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.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Director of HR&amp;OD</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	98,218	242,141	264,874
7209 Deferred Compensation	1,504	5,412	7,927
7210 Pensions	26,782	79,411	87,123
7220 Insurances	3,696	8,244	8,928
7240 Health Care	3,243	34,000	23,584
7260 Compensated Absences	2,850	32,613	33,507
7270 Workers' Compensation	3,089	1,832	4,101
7280 Other Benefits	4,863	13,072	23,938
<b>Subtotal Salaries and Benefits</b>	<b>\$ 144,245</b>	<b>\$ 416,725</b>	<b>\$ 453,982</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	6,629	6,098
7660 Office Expense	3,261	1,000	2,000
7670 Miscellaneous Expense	1,352	750	4,000
7790 Other Materials and Supplies	21	2,000	2,000
<b>Subtotal Services and Supplies</b>	<b>\$ 4,634</b>	<b>\$ 10,379</b>	<b>\$ 14,098</b>
<b>Executive Director of HR&amp;OD Total</b>	<b>\$ 148,879</b>	<b>\$ 427,104</b>	<b>\$ 468,080</b>



## 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 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.



Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Human Resources</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,181,785	1,375,968	1,566,761
7150 Extra Help Employees	9,702	14,000	30,000
7209 Deferred Compensation	11,385	30,759	46,889
7210 Pensions	413,044	451,781	501,790
7220 Insurances	34,548	46,573	52,815
7240 Health Care	258,564	294,801	318,206
7260 Compensated Absences	144,173	185,328	198,205
7270 Workers' Compensation	42,042	22,804	41,007
7280 Other Benefits	42,691	84,285	87,297
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,137,934</b>	<b>\$ 2,506,299</b>	<b>\$ 2,842,970</b>
<u>Services and Supplies</u>			
7510 Professional Services	389,450	190,000	397,000
7630 Advertising Fees	42,578	36,000	60,000
7650 Travel, Training, and Mileage	23,634	12,925	15,195
7660 Office Expense	8,366	14,011	16,000
7670 Miscellaneous Expense	11,185	14,095	17,040
<b>Subtotal Services and Supplies</b>	<b>\$ 475,213</b>	<b>\$ 267,031</b>	<b>\$ 505,235</b>
<b>Human Resources Total</b>	<b>\$ 2,613,147</b>	<b>\$ 2,773,330</b>	<b>\$ 3,348,205</b>

## Learning and Development

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Learning and Development</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	310,436	385,046	355,661
7150 Extra Help Employees	27,179	26,000	28,000
7209 Deferred Compensation	6,159	8,602	10,637
7210 Pensions	115,443	127,960	114,623
7220 Insurances	9,913	12,872	11,981
7240 Health Care	46,224	75,662	50,261
7260 Compensated Absences	37,925	51,827	44,961
7270 Workers' Compensation	11,989	6,134	8,201
7280 Other Benefits	85,454	125,773	124,804
<b>Subtotal Salaries and Benefits</b>	<b>\$ 650,722</b>	<b>\$ 819,876</b>	<b>\$ 749,129</b>
<u>Services and Supplies</u>			
7510 Professional Services	82,104	65,000	26,000
7650 Travel, Training, and Mileage	26,196	29,069	30,086
7660 Office Expense	32,459	27,500	29,500
7670 Miscellaneous Expense	22,962	17,500	18,150
<b>Subtotal Services and Supplies</b>	<b>\$ 163,721</b>	<b>\$ 139,069</b>	<b>\$ 103,736</b>
<b>Learning and Development Total</b>	<b>\$ 814,443</b>	<b>\$ 958,945</b>	<b>\$ 852,865</b>

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 compensation 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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Risk Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	465,018	538,282	559,811
7150 Extra Help Employees	0	0	14,000
7209 Deferred Compensation	14,259	12,032	16,752
7210 Pensions	168,065	176,531	179,416
7220 Insurances	13,713	18,089	18,870
7240 Health Care	87,914	114,877	124,998
7260 Compensated Absences	51,881	72,499	70,821
7270 Workers' Compensation	16,383	10,440	14,353
7280 Other Benefits	17,355	29,058	31,191
<b>Subtotal Salaries and Benefits</b>	<b>\$ 834,588</b>	<b>\$ 971,808</b>	<b>\$ 1,030,212</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	6,366	5,420	6,129
7660 Office Expense	3,631	3,588	3,600
7670 Miscellaneous Expense	1,353	1,725	1,850
<b>Subtotal Services and Supplies</b>	<b>\$ 11,350</b>	<b>\$ 10,733</b>	<b>\$ 11,579</b>
<b>Risk Management Total</b>	<b>\$ 845,938</b>	<b>\$ 982,541</b>	<b>\$ 1,041,791</b>



**Safety**

The **Health, Safety, and Environmental Compliance (HS&EC) 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.

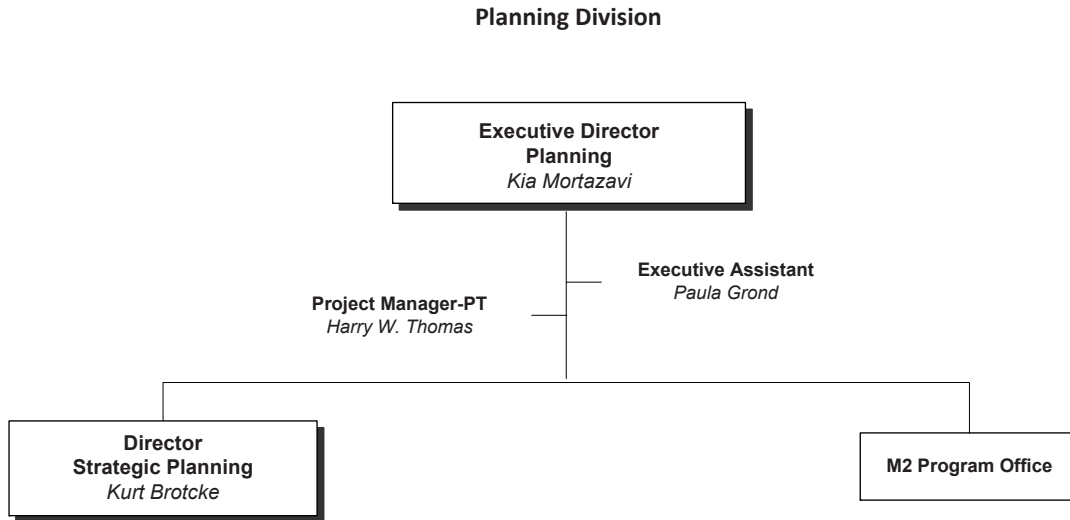
The HSEC Department will continue to support all administrative, operations, and capital programs through health, safety, and environmental compliance

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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Safety</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	532,588	664,872	739,655
7150 Extra Help Employees	21,398	16,000	17,000
7209 Deferred Compensation	7,581	14,861	22,135
7210 Pensions	194,973	219,285	237,000
7220 Insurances	16,190	22,292	24,932
7240 Health Care	79,755	117,015	126,602
7260 Compensated Absences	62,831	89,546	93,575
7270 Workers' Compensation	19,763	11,788	16,403
7280 Other Benefits	29,280	35,894	41,212
<b>Subtotal Salaries and Benefits</b>	<b>\$ 964,359</b>	<b>\$ 1,191,553</b>	<b>\$ 1,318,514</b>
<u>Services and Supplies</u>			
7510 Professional Services	209,329	298,369	290,289
7610 Outside Services	147,647	251,871	236,431
7650 Travel, Training, and Mileage	8,976	8,285	9,031
7660 Office Expense	15,097	5,050	5,050
7670 Miscellaneous Expense	40,222	78,736	62,481
7690 Leases	3,127	3,300	3,300
7790 Other Materials and Supplies	22,343	22,683	22,993
<b>Subtotal Services and Supplies</b>	<b>\$ 446,741</b>	<b>\$ 668,294</b>	<b>\$ 629,575</b>
<b>Safety Total</b>	<b>\$ 1,411,100</b>	<b>\$ 1,859,847</b>	<b>\$ 1,948,089</b>



**Division Overview**



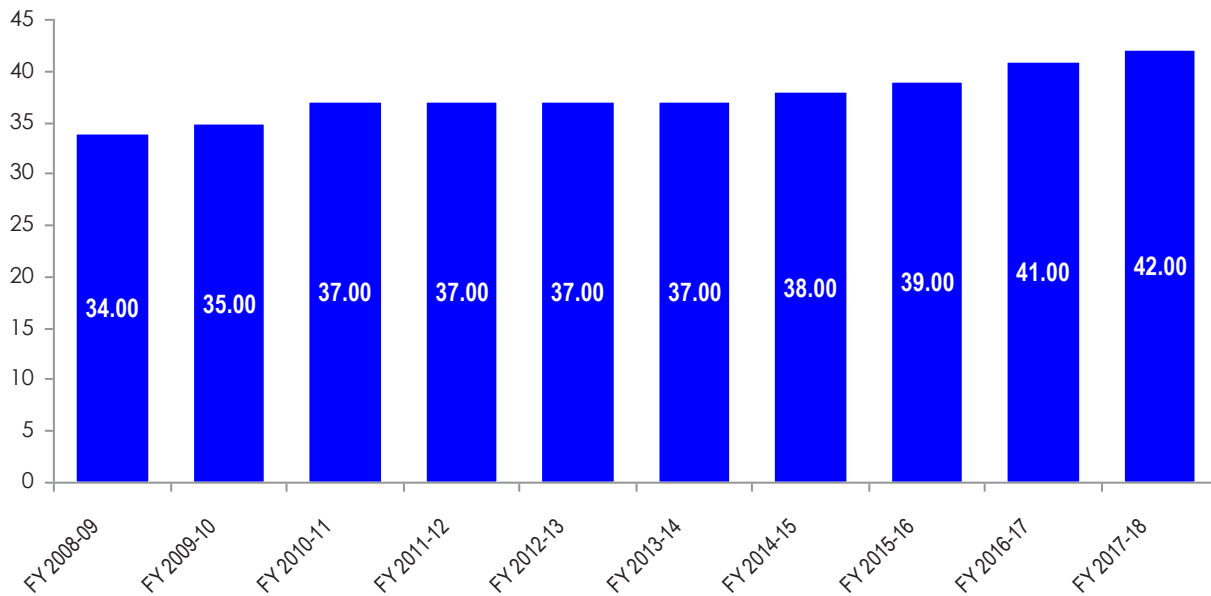
**Division Overview**

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 Board policies and direction, 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.

**Staffing Plan**



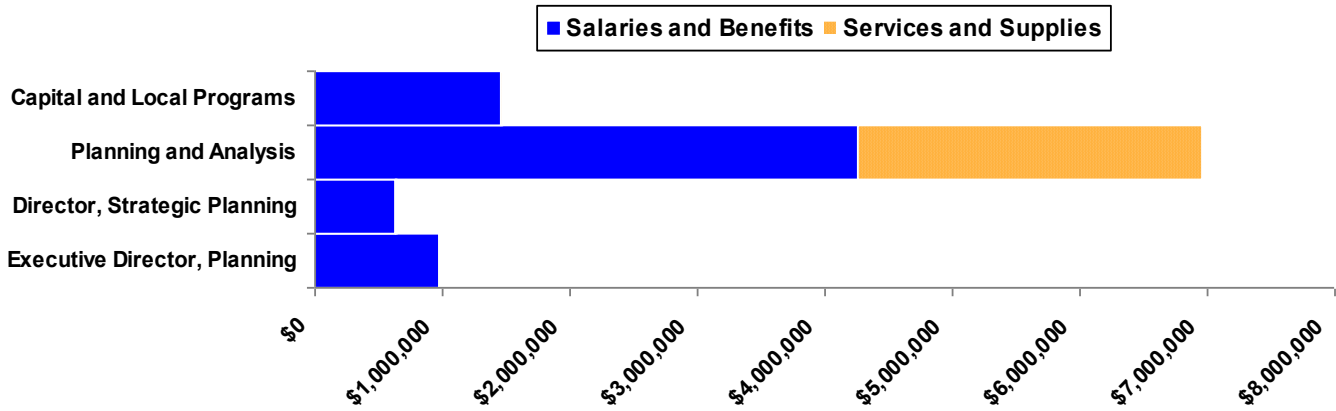
## Planning Division Staffing

Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Director, Planning</u>			
Administrative Assistant	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Management Analyst	2.00	2.00	2.00
<b>Executive Director, Planning</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>
<u>Director, Strategic Planning</u>			
Administrative Assistant	1.00	1.00	1.00
Director	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Strategic Plan Officer	1.00	0.00	0.00
<b>Director, Strategic Planning</b>	<b>4.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Planning and Analysis</u>			
Business Unit Analyst	0.00	0.50	0.50
Department Manager	1.00	1.00	2.00
GIS Analyst	0.00	0.00	2.00
Program Manager	1.00	1.00	1.00
Project Manager	3.00	3.00	3.00
Section Manager	3.00	3.00	4.00
Strategic Plan Officer	0.00	1.00	1.00
Transportation Analyst	13.00	13.50	10.50
<b>Planning and Analysis</b>	<b>21.00</b>	<b>23.00</b>	<b>24.00</b>
<u>Capital and Local Programs</u>			
Department Manager	1.00	1.00	1.00
Office Specialist	1.00	1.00	1.00
Section Manager	3.00	3.00	3.00
Transportation Analyst	4.00	4.00	4.00
Transportation Funding Specialist	0.00	1.00	1.00
<b>Capital and Local Programs</b>	<b>9.00</b>	<b>10.00</b>	<b>10.00</b>
<b>Total Planning</b>	<b>39.00</b>	<b>41.00</b>	<b>42.00</b>

### Planning Division Expenses by Account

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	3,458,365	3,685,674	4,114,242
7150 Extra Help Employees	120,677	108,000	113,000
7209 Deferred Compensation	62,711	82,365	123,124
7210 Pensions	1,172,158	1,219,193	1,323,928
7220 Insurances	99,636	124,166	138,694
7240 Health Care	489,245	595,111	649,307
7260 Compensated Absences	397,390	496,277	520,471
7270 Workers' Compensation	127,336	68,216	88,166
7280 Other Benefits	189,541	219,786	249,398
<b>Subtotal Salaries and Benefits</b>	<b>\$ 6,117,059</b>	<b>\$ 6,598,788</b>	<b>\$ 7,320,330</b>
<b>Services and Supplies</b>			
7510 Professional Services	2,212,104	2,760,000	2,575,000
7640 Utilities	307	0	0
7650 Travel, Training, and Mileage	27,597	28,214	28,540
7660 Office Expense	11,407	10,950	11,920
7670 Miscellaneous Expense	12,160	12,663	14,005
7830 Contributions to Other Agencies	0	0	100,000
<b>Subtotal Services and Supplies</b>	<b>\$ 2,263,575</b>	<b>\$ 2,811,827</b>	<b>\$ 2,729,465</b>
<b>Total Uses</b>	<b>\$ 8,380,634</b>	<b>\$ 9,410,615</b>	<b>\$ 10,049,795</b>

### Division Expenses by Department and Major Object





Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Director, Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	510,631	513,662	551,313
7150 Extra Help Employees	9,714	14,000	17,000
7209 Deferred Compensation	17,369	11,460	16,499
7210 Pensions	161,644	171,188	179,295
7220 Insurances	14,373	17,547	18,586
7240 Health Care	65,506	64,980	73,235
7260 Compensated Absences	52,062	69,049	69,745
7270 Workers' Compensation	19,315	15,707	10,252
7280 Other Benefits	59,735	36,857	39,899
<b>Subtotal Salaries and Benefits</b>	<b>\$ 910,349</b>	<b>\$ 914,450</b>	<b>\$ 975,824</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,061	220	242
7660 Office Expense	683	0	0
7670 Miscellaneous Expense	577	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 2,321</b>	<b>\$ 220</b>	<b>\$ 242</b>
<b>Executive Director, Planning Total</b>	<b>\$ 912,670</b>	<b>\$ 914,670</b>	<b>\$ 976,066</b>

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 **Program Management Office (PMO)** ensures seamless, effective,

interdivisional communications of the M2 Transportation Investment Plan, and Ordinance No. 3. The PMO leads the implementation of safeguard measures called for in the Ordinance including the preparation of quarterly reports to the Board, Triennial Performance Assessments, and Ten-Year Comprehensive reviews. While multiple organizational units

within OCTA carry out the various activities related to M2 including finance, delivery, and accountability, the PMO is 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 Chairman Initiatives, 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. This includes coordination with stakeholders to develop priorities for transportation infrastructure improvements, as well as completion of necessary environmental and technical tasks 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/Sustainable Communities Strategy (RTP/SCS) 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 multi-modal corridor planning studies.
- Ensuring regional (multi-county) plans are consistent with OCTA policies and promoting consideration of intercounty connections.
- Coordinating with the Orange County Council of Governments and SCAG on the SCS and other regional issues.
- Preparing conceptual engineering and planning studies - including the California Department of Transportation's Project Study Report/Project Development Support documents for subsequent policy decisions and project development phases.
- Managing the Master Plan of

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Director, Strategic Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	287,828	342,886	362,854
7209 Deferred Compensation	10,545	7,665	10,859
7210 Pensions	54,740	114,985	118,434
7220 Insurances	9,546	11,837	12,232
7240 Health Care	34,815	42,067	39,625
7260 Compensated Absences	26,214	46,184	45,903
7270 Workers' Compensation	10,343	5,440	6,151
7280 Other Benefits	24,436	27,692	29,398
<b>Subtotal Salaries and Benefits</b>	<b>\$ 458,467</b>	<b>\$ 598,756</b>	<b>\$ 625,456</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,241	4,071	4,383
7660 Office Expense	10,724	10,750	10,720
7670 Miscellaneous Expense	161	1,130	850
<b>Subtotal Services and Supplies</b>	<b>\$ 16,126</b>	<b>\$ 15,951</b>	<b>\$ 15,953</b>
<b>Director, Strategic Planning Total</b>	<b>\$ 474,593</b>	<b>\$ 614,707</b>	<b>\$ 641,409</b>

## Planning and Analysis

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,043,071	2,081,975	2,393,595
7150 Extra Help Employees	49,972	62,000	65,000
7209 Deferred Compensation	28,366	46,539	71,631
7210 Pensions	734,624	685,120	767,322
7220 Insurances	56,340	69,702	80,688
7240 Health Care	291,341	339,586	390,947
7260 Compensated Absences	251,033	280,414	302,798
7270 Workers' Compensation	73,997	34,043	51,259
7280 Other Benefits	76,706	114,902	135,166
<b>Subtotal Salaries and Benefits</b>	<b>\$ 3,605,450</b>	<b>\$ 3,714,281</b>	<b>\$ 4,258,406</b>
<u>Services and Supplies</u>			
7510 Professional Services	2,059,486	2,555,000	2,575,000
7640 Utilities	307	0	0
7650 Travel, Training, and Mileage	9,768	13,992	13,601
7670 Miscellaneous Expense	10,845	8,405	9,280
7830 Contributions to Other Agencies	0	0	100,000
<b>Subtotal Services and Supplies</b>	<b>\$ 2,080,406</b>	<b>\$ 2,577,397</b>	<b>\$ 2,697,881</b>
<b>Planning and Analysis Total</b>	<b>\$ 5,685,856</b>	<b>\$ 6,291,678</b>	<b>\$ 6,956,287</b>

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 regional pedestrian issues. The Section also prepares the related corridor planning, project definition studies, and implementation plans for the above mentioned efforts. 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 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 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 Strategic Initiatives 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.

## Capital and Local Programs

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, active transportation, and traffic signal synchronization projects, as well as provides support to other major OCTA functions including Transit Operations, 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 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

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Capital and Local Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	616,835	747,151	806,480
7150 Extra Help Employees	60,991	32,000	31,000
7209 Deferred Compensation	6,431	16,701	24,135
7210 Pensions	221,150	247,900	258,877
7220 Insurances	19,377	25,080	27,188
7240 Health Care	97,583	148,478	145,500
7260 Compensated Absences	68,081	100,630	102,025
7270 Workers' Compensation	23,681	13,026	20,504
7280 Other Benefits	28,664	40,335	44,935
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,142,793</b>	<b>\$ 1,371,301</b>	<b>\$ 1,460,644</b>
<u>Services and Supplies</u>			
7510 Professional Services	152,618	205,000	0
7650 Travel, Training, and Mileage	11,527	9,931	10,314
7660 Office Expense	0	200	1,200
7670 Miscellaneous Expense	577	3,128	3,875
<b>Subtotal Services and Supplies</b>	<b>\$ 164,722</b>	<b>\$ 218,259</b>	<b>\$ 15,389</b>
<b>Capital and Local Programs Total</b>	<b>\$ 1,307,515</b>	<b>\$ 1,589,560</b>	<b>\$ 1,476,033</b>

## Capital and Local Programs (Continued)

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.

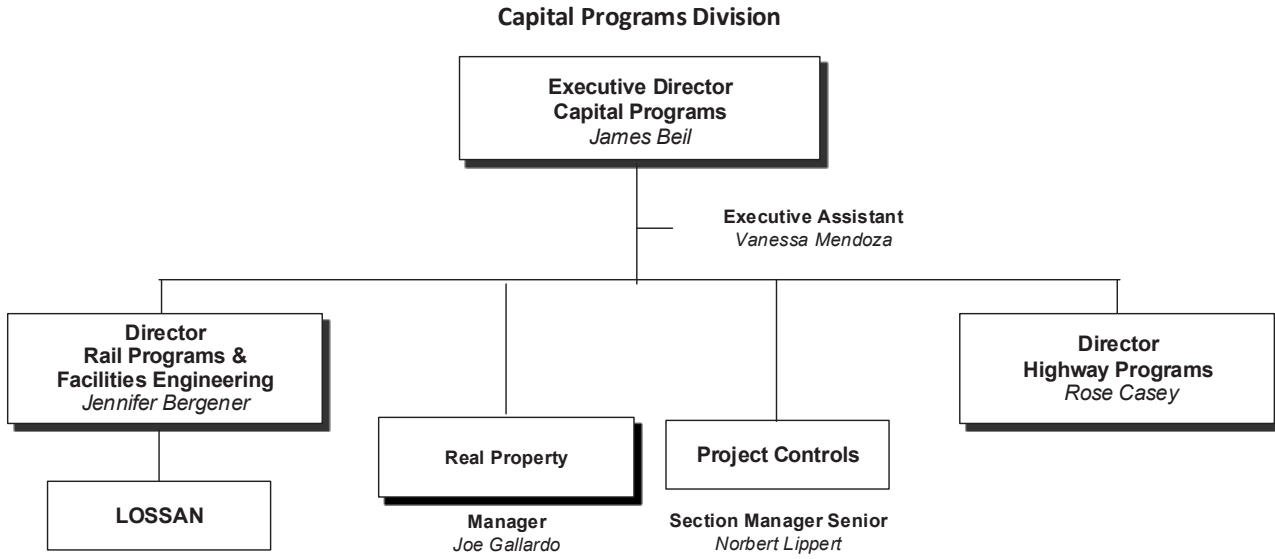




**OCTA**



**Division Overview**



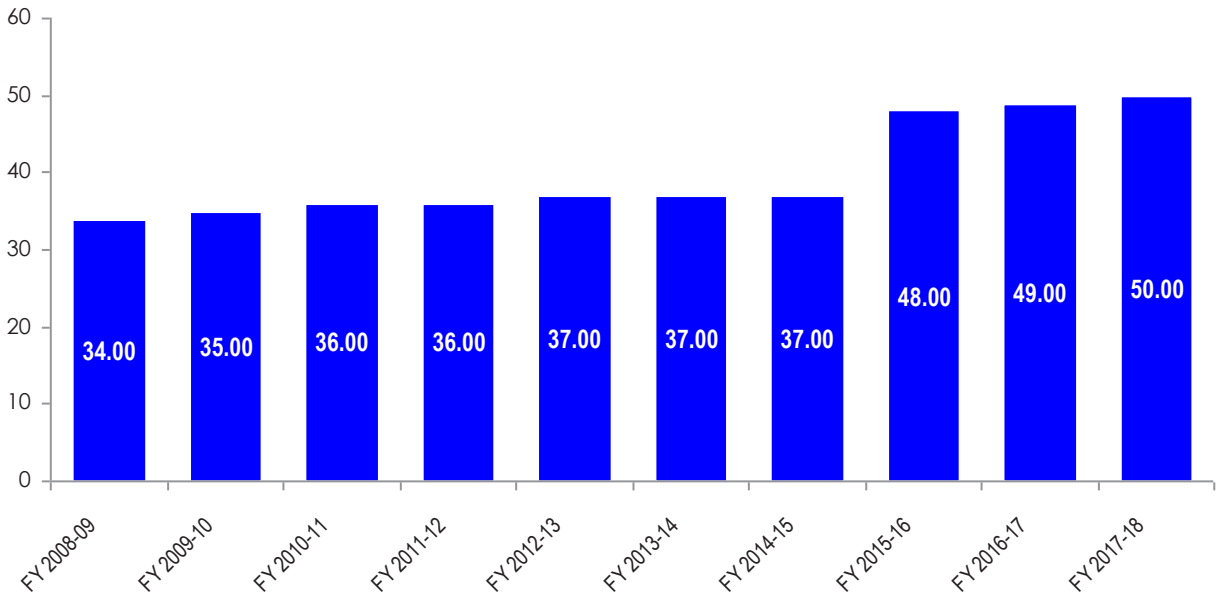
**Division Overview**

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 M2 and other state and

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

way management and leasing, and improving and expanding passenger rail service in Orange County in cooperation with the Southern California Regional Rail Authority and LOSSAN Joint Powers Authority.

**Staffing Plan**



## Capital Programs Division Staffing

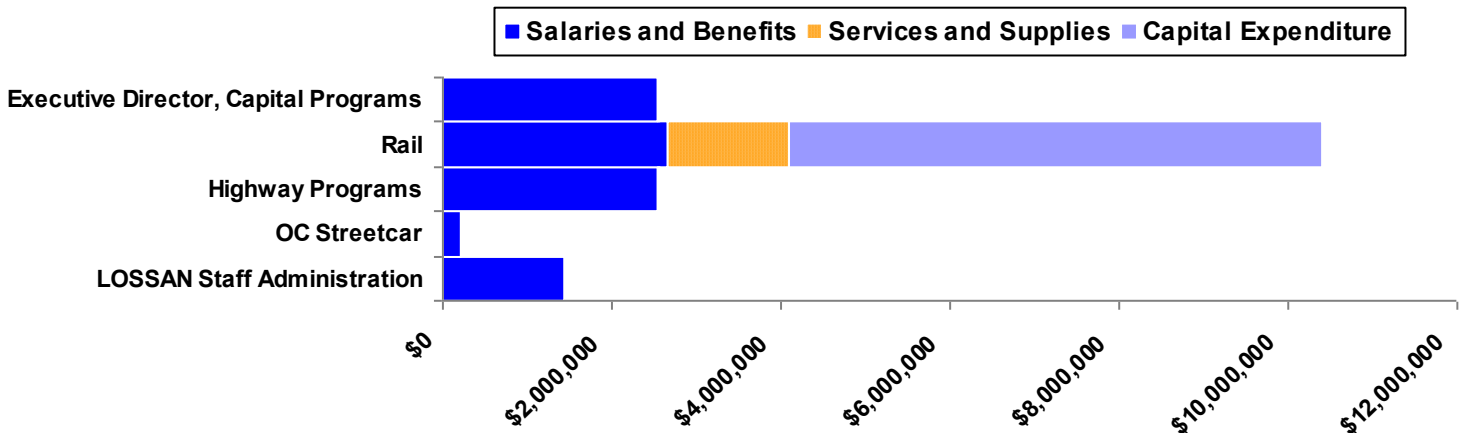
Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Director, Capital Programs</u>			
Administrative Assistant	1.00	1.00	1.00
Department Manager	2.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Manager	1.00	1.00	1.00
Project Controls Analyst	4.00	4.00	4.00
Real Property Agent	5.00	6.00	6.00
<b>Executive Director, Capital Programs</b>	<b>14.00</b>	<b>14.00</b>	<b>14.00</b>
<u>Rail</u>			
Civil Engineer	2.00	2.00	2.00
Department Manager	2.00	3.00	3.00
Director	1.00	1.00	1.00
Project Manager	4.00	4.00	4.00
Rail Right-of-Way Administrator	1.00	1.00	1.00
Secretary	1.00	1.00	1.00
Section Manager	1.00	1.00	1.00
Transportation Analyst	1.00	1.00	1.00
<b>Rail</b>	<b>13.00</b>	<b>14.00</b>	<b>14.00</b>
<u>Highway Programs</u>			
Director	1.00	1.00	1.00
Office Specialist	1.00	1.00	1.00
Program Manager	4.00	4.00	4.00
Project Manager	5.00	5.00	5.00
Secretary	1.00	1.00	1.00
<b>Highway Programs</b>	<b>12.00</b>	<b>12.00</b>	<b>12.00</b>
<u>OC Streetcar</u>			
Department Manager	0.00	0.00	1.00
<b>OC Streetcar</b>	<b>0.00</b>	<b>0.00</b>	<b>1.00</b>
<u>LOSSAN Staff Administration</u>			
LOSSAN Deputy Managing Director	1.00	1.00	1.00
LOSSAN Director	1.00	1.00	1.00
LOSSAN Executive Administrative Assistant	1.00	1.00	1.00
LOSSAN Finance and Administration Manager	1.00	0.00	0.00
LOSSAN Marketing and Communications Officer	1.00	1.00	1.00
LOSSAN Marketing Specialist	1.00	1.00	1.00
LOSSAN Mechanical Compliance Officer	1.00	1.00	1.00
LOSSAN Operations Compliance and Safety Manager	1.00	1.00	1.00
LOSSAN Transportation Analyst	1.00	1.00	1.00
LOSSAN Section Manager	0.00	1.00	1.00
<b>LOSSAN Staff Administration</b>	<b>9.00</b>	<b>9.00</b>	<b>9.00</b>
<b>Total Capital Programs</b>	<b>48.00</b>	<b>49.00</b>	<b>50.00</b>



Capital Programs Division Expenses

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	4,199,553	5,050,871	5,335,081
7150 Extra Help Employees	34,446	67,100	67,100
7209 Deferred Compensation	72,762	112,793	159,478
7210 Pensions	1,521,758	1,664,958	1,715,391
7220 Insurances	117,986	169,569	179,642
7240 Health Care	625,219	819,236	849,733
7260 Compensated Absences	503,160	679,617	674,157
7270 Workers' Compensation	150,248	90,637	102,518
7280 Other Benefits	178,513	300,012	333,716
<b>Subtotal Salaries and Benefits</b>	<b>\$ 7,403,645</b>	<b>\$ 8,954,793</b>	<b>\$ 9,416,816</b>
<b>Services and Supplies</b>			
7510 Professional Services	497,850	422,500	654,000
7610 Outside Services	253,299	1,021,900	650,000
7630 Advertising Fees	0	0	2,000
7650 Travel, Training, and Mileage	21,016	36,252	40,569
7660 Office Expense	22,391	29,261	22,290
7670 Miscellaneous Expense	33,701	17,334	17,356
7690 Leases	78,731	79,920	79,920
7750 Maintenance Expense	-4	0	0
7790 Other Materials and Supplies	249	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 907,233</b>	<b>\$ 1,607,167</b>	<b>\$ 1,466,135</b>
<b>Capital Expenditure</b>			
9020 Capital Exp-Locally Funded	1,884,945	2,193,000	6,317,380
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,884,945</b>	<b>\$ 2,193,000</b>	<b>\$ 6,317,380</b>
<b>Total Uses</b>	<b>\$ 10,195,823</b>	<b>\$ 12,754,960</b>	<b>\$ 17,200,331</b>

Division Expenses by Department and Major Object



## Executive Director, Capital Programs

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Director, Capital Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,353,947	1,369,523	1,439,556
7150 Extra Help Employees	12,997	13,000	14,000
7209 Deferred Compensation	19,632	30,501	42,901
7210 Pensions	503,920	450,526	463,587
7220 Insurances	37,601	46,420	48,330
7240 Health Care	198,878	222,831	235,525
7260 Compensated Absences	167,694	183,784	181,351
7270 Workers' Compensation	49,280	25,903	28,706
7280 Other Benefits	77,682	82,846	98,239
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,421,631</b>	<b>\$ 2,425,334</b>	<b>\$ 2,552,195</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,546	6,014	6,602
7660 Office Expense	1,350	4,870	2,500
7670 Miscellaneous Expense	2,042	2,875	2,215
<b>Subtotal Services and Supplies</b>	<b>\$ 7,938</b>	<b>\$ 13,759</b>	<b>\$ 11,317</b>
<b>Executive Director, Capital Programs Total</b>	<b>\$ 2,429,569</b>	<b>\$ 2,439,093</b>	<b>\$ 2,563,512</b>

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 Rail, Highway Programs, 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 right-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.

<b>Expenses</b>	<b>FY 2015-16 Actuals</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
<b>Rail</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,150,921	1,483,216	1,508,077
7150 Extra Help Employees	17,242	22,500	44,000
7209 Deferred Compensation	21,511	33,156	45,129
7210 Pensions	408,229	489,823	486,061
7220 Insurances	32,503	49,694	50,836
7240 Health Care	149,307	197,817	207,804
7260 Compensated Absences	135,915	199,771	190,781
7270 Workers' Compensation	41,286	23,472	28,705
7280 Other Benefits	46,490	89,315	93,269
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,003,404</b>	<b>\$ 2,588,764</b>	<b>\$ 2,654,662</b>
<u>Services and Supplies</u>			
7510 Professional Services	339,615	422,500	654,000
7610 Outside Services	253,299	1,015,000	650,000
7630 Advertising Fees	0	0	2,000
7650 Travel, Training, and Mileage	9,752	21,984	23,500
7660 Office Expense	16,747	9,501	13,600
7670 Miscellaneous Expense	29,163	7,585	9,050
7690 Leases	78,731	79,920	79,920
7790 Other Materials and Supplies	249	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 727,556</b>	<b>\$ 1,556,490</b>	<b>\$ 1,432,070</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,884,945	2,193,000	6,317,380
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,884,945</b>	<b>\$ 2,193,000</b>	<b>\$ 6,317,380</b>
<b>Rail Total</b>	<b>\$ 4,615,905</b>	<b>\$ 6,338,254</b>	<b>\$ 10,404,112</b>

## Highway Programs

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Highway Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,398,281	1,398,858	1,461,308
7150 Extra Help Employees	4,207	16,000	9,100
7209 Deferred Compensation	24,375	31,269	43,732
7210 Pensions	502,957	461,898	469,791
7220 Insurances	35,757	46,377	49,255
7240 Health Care	221,076	221,812	219,154
7260 Compensated Absences	168,180	188,411	184,865
7270 Workers' Compensation	49,066	24,940	24,604
7280 Other Benefits	34,017	84,701	90,604
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,437,916</b>	<b>\$ 2,474,266</b>	<b>\$ 2,552,413</b>
<u>Services and Supplies</u>			
7510 Professional Services	158,235	0	0
7650 Travel, Training, and Mileage	6,718	4,971	5,415
7660 Office Expense	4,294	5,190	5,190
7670 Miscellaneous Expense	2,496	3,074	2,969
7750 Maintenance Expense	-4	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 171,739</b>	<b>\$ 13,235</b>	<b>\$ 13,574</b>
<b>Highway Programs Total</b>	<b>\$ 2,609,655</b>	<b>\$ 2,487,501</b>	<b>\$ 2,565,987</b>

**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.

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 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.

Highway Programs handles 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.

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.

## 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. Following execution of the Interagency Transfer Agreement (ITA) between the LOSSAN Agency and the State of California in July 2015, the LOSSAN Agency assumed full administrative responsibility for management of the Pacific Surfliner intercity rail service. The LOSSAN Agency is administered by dedicated OCTA staff. These positions are funded through the ITA by the State of California.

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

corridor includes 41 stations and more than 150 daily passenger trains, with an annual ridership of more than 2.8 million on Amtrak operated Pacific Surfliner intercity trains and 5 million on Metrolink and COASTER commuter trains.

The **OC Streetcar** department was created in FY 2017-18 to provide support for OC Streetcar operations scheduled for 2020. This department currently has one department manager position.

### Department Expenses

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>LOSSAN Staff Administration</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	296,404	799,274	796,892
7150 Extra Help Employees	0	15,600	0
7209 Deferred Compensation	7,244	17,867	23,848
7210 Pensions	106,652	262,711	254,650
7220 Insurances	12,125	27,078	26,864
7240 Health Care	55,958	176,776	170,785
7260 Compensated Absences	31,371	107,651	100,810
7270 Workers' Compensation	10,616	16,322	18,453
7280 Other Benefits	20,324	43,150	44,402
<b>Subtotal Salaries and Benefits</b>	<b>\$ 540,694</b>	<b>\$ 1,466,429</b>	<b>\$ 1,436,704</b>
<u>Services and Supplies</u>			
7610 Outside Services	0	6,900	0
7650 Travel, Training, and Mileage	0	3,283	5,052
7660 Office Expense	0	9,700	1,000
7670 Miscellaneous Expense	0	3,800	3,122
<b>Subtotal Services and Supplies</b>	<b>\$ 0</b>	<b>\$ 23,683</b>	<b>\$ 9,174</b>
<b>LOSSAN Staff Administration Total</b>	<b>\$ 540,694</b>	<b>\$ 1,490,112</b>	<b>\$ 1,445,878</b>

OC Streetcar

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>OC Streetcar</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	0	129,248
7209 Deferred Compensation	0	0	3,868
7210 Pensions	0	0	41,302
7220 Insurances	0	0	4,357
7240 Health Care	0	0	16,465
7260 Compensated Absences	0	0	16,350
7270 Workers' Compensation	0	0	2,050
7280 Other Benefits	0	0	7,202
<b>Subtotal Salaries and Benefits</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 220,842</b>
<b>OC Streetcar Total</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 220,842</b>



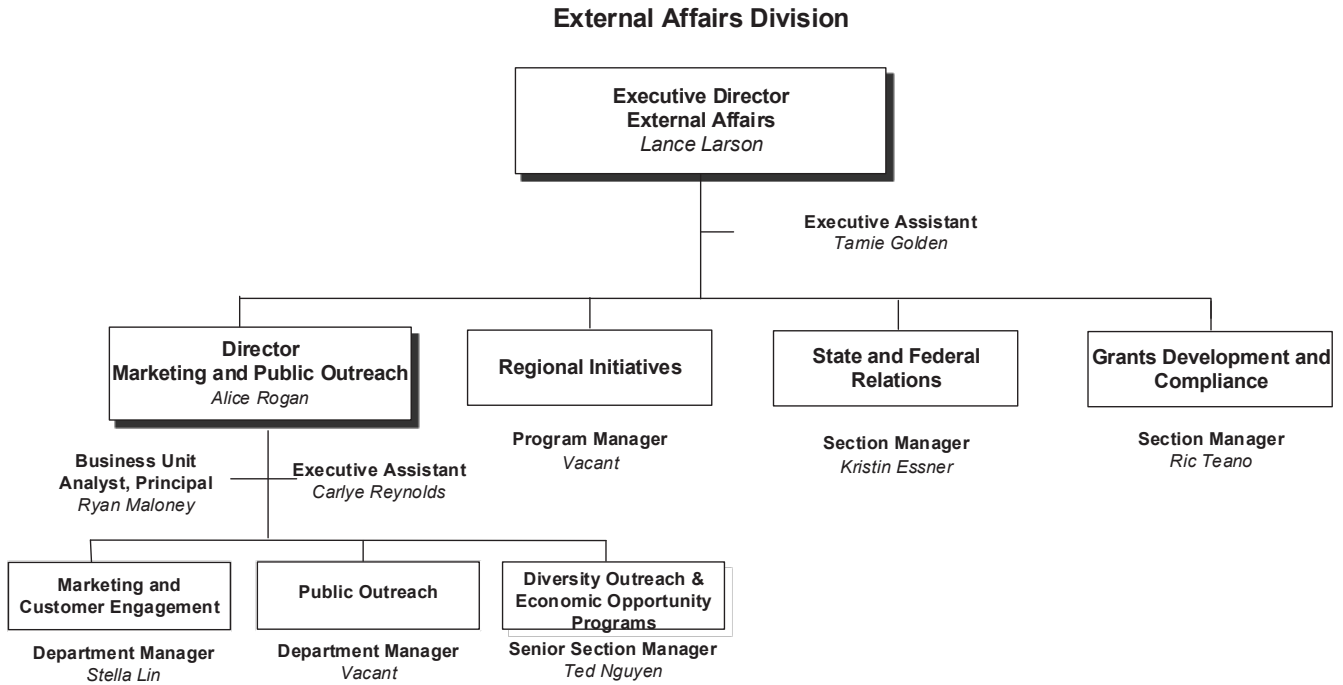


**OCTA**





## Division Overview



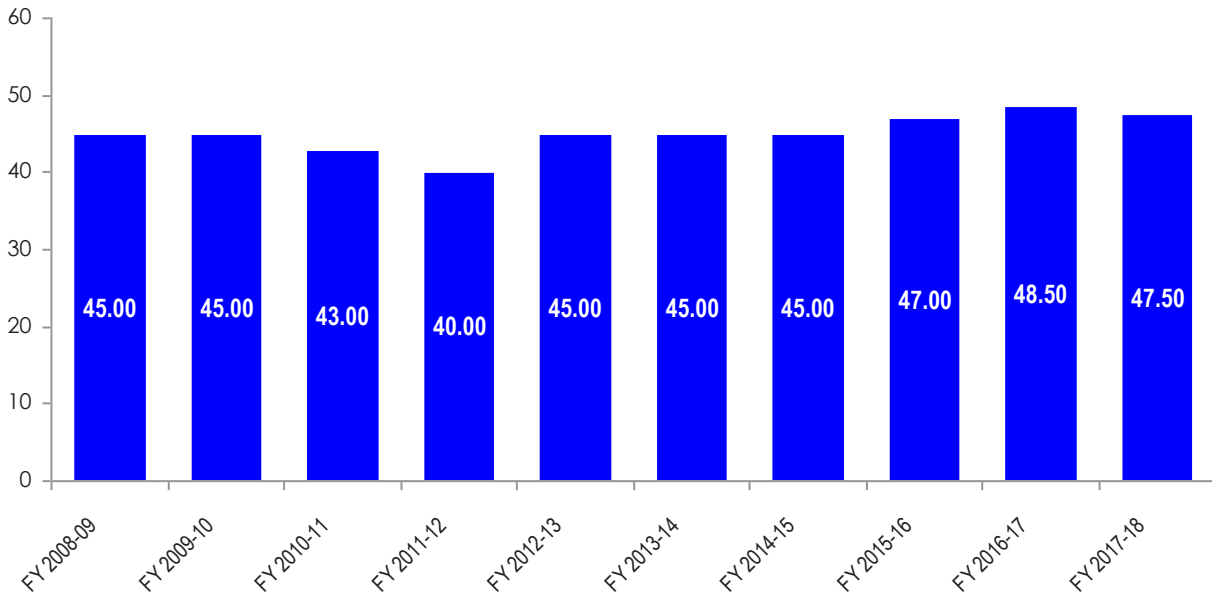
## Division Overview

The **External Affairs Division** serves as OCTA's liaison with members of the California State Legislature, the United States Congress, and regional representatives.

The division supports the OCTA's goals and objectives through a wide range of communications, marketing, and community outreach programs.

In addition, the division is responsible for developing, maintaining, and monitoring a competitive and proactive grant funding program, including sub-recipient monitoring.

### Staffing Plan



## External Affairs Division Staffing

Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Executive Director, External Affairs</u>			
Administrative Assistant	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Government Relations Representative	4.00	4.50	4.50
Program Manager	1.00	1.00	1.00
Section Manager	1.00	1.00	1.00
Transportation Analyst	1.00	1.00	1.00
<b>Executive Director, External Affairs</b>	<b>10.00</b>	<b>10.50</b>	<b>10.50</b>
<u>Marketing and Public Outreach</u>			
Administrative Assistant	1.00	1.00	1.00
Business Unit Analyst	1.00	1.00	1.00
Director	0.00	0.00	1.00
Executive Director	1.00	1.00	0.00
<b>Marketing and Public Outreach</b>	<b>3.00</b>	<b>3.00</b>	<b>3.00</b>
<u>Marketing &amp; Customer Engagement</u>			
Community Relations Specialist	0.00	1.00	1.00
Department Manager	1.00	1.00	1.00
External Affairs Administrator	1.00	1.00	1.00
Marketing Program Administrator	1.00	1.00	1.00
Marketing Specialist	2.00	1.00	1.00
Public Information Specialist	4.00	4.00	4.00
Section Manager	2.00	2.00	2.00
Web Developer	2.00	2.00	2.00
<b>Marketing &amp; Customer Engagement</b>	<b>13.00</b>	<b>13.00</b>	<b>13.00</b>
<u>OCTD Marketing &amp; Engagement</u>			
Customer Relations Representative	1.00	1.00	1.00
Customer Relations Specialist	2.00	2.00	2.00
Marketing Specialist	2.00	2.00	1.00
Section Manager	1.00	1.00	1.00
Strategic Communications Coordinator	0.00	0.00	1.00
<b>OCTD Marketing &amp; Engagement</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>
<u>Public Outreach</u>			
Community Relations Officer	4.00	4.00	4.00
Community Relations Specialist	3.00	4.00	4.00
Department Manager	1.00	1.00	1.00
Marketing Program Administrator	1.00	1.00	1.00
Media Relations	1.00	1.00	0.00
Section Manager	1.00	1.00	2.00
<b>Public Outreach</b>	<b>11.00</b>	<b>12.00</b>	<b>12.00</b>

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External Affairs Division Staffing (Continued)

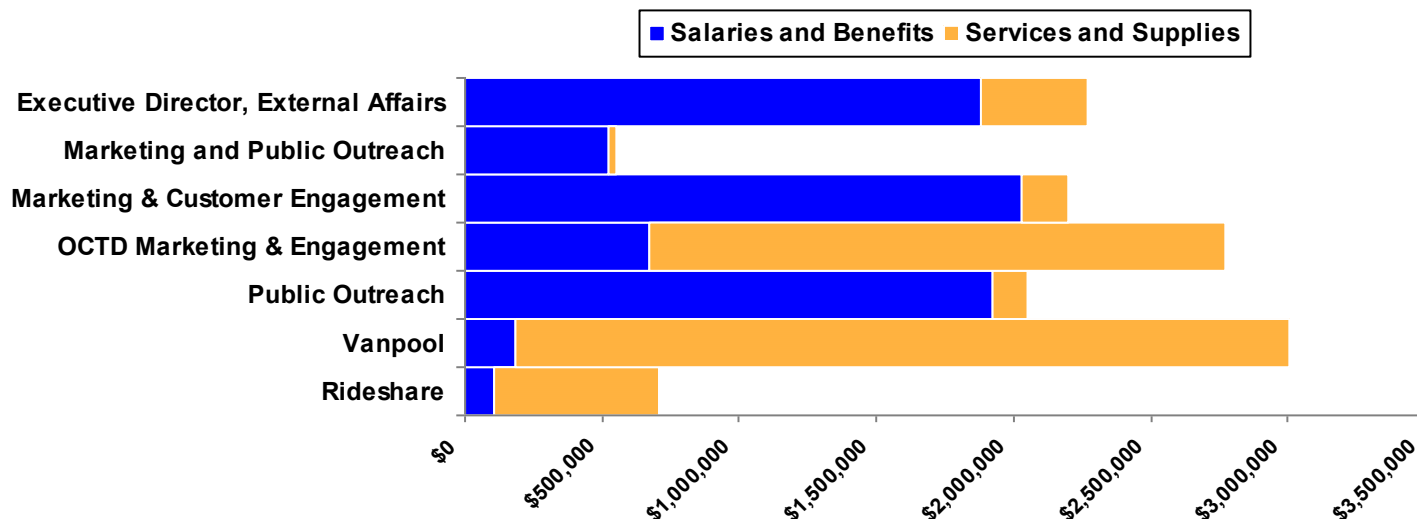
Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Vanpool</u>			
Marketing Specialist	1.00	1.00	1.00
Office Specialist	1.00	1.00	1.00
<b>Vanpool</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>
<u>Rideshare</u>			
Marketing Program Administrator	1.00	1.00	1.00
Strategic Communications Coordinator	1.00	1.00	0.00
<b>Rideshare</b>	<b>2.00</b>	<b>2.00</b>	<b>1.00</b>
<b>Total External Affairs</b>	<b>47.00</b>	<b>48.50</b>	<b>47.50</b>



## External Affairs Division Expenses

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	3,690,483	4,005,670	4,013,723
7150 Extra Help Employees	88,176	111,000	164,000
7209 Deferred Compensation	87,635	88,968	119,293
7210 Pensions	1,315,367	1,315,999	1,286,054
7220 Insurances	106,493	134,336	134,376
7240 Health Care	608,873	751,138	759,323
7260 Compensated Absences	445,070	536,070	504,284
7270 Workers' Compensation	133,072	72,298	98,417
7280 Other Benefits	153,836	234,238	240,466
<b>Subtotal Salaries and Benefits</b>	<b>\$ 6,629,005</b>	<b>\$ 7,249,717</b>	<b>\$ 7,319,936</b>
<b>Services and Supplies</b>			
7310 Contract Transportation	2,460,272	2,583,320	2,654,482
7510 Professional Services	3,000,912	4,706,900	2,980,300
7610 Outside Services	153,943	122,586	106,886
7630 Advertising Fees	170,810	230,000	100,000
7650 Travel, Training, and Mileage	77,123	52,624	57,331
7660 Office Expense	209,069	225,875	234,500
7670 Miscellaneous Expense	72,693	62,885	61,329
7750 Maintenance Expense	17,676	0	0
7790 Other Materials and Supplies	6,519	8,260	6,760
7830 Contributions to Other Agencies	29,753	30,000	30,000
<b>Subtotal Services and Supplies</b>	<b>\$ 6,198,770</b>	<b>\$ 8,022,450</b>	<b>\$ 6,231,588</b>
<b>Total Uses</b>	<b>\$ 12,827,775</b>	<b>\$ 15,272,167</b>	<b>\$ 13,551,524</b>

## Division Expenses by Department and Major Object



## Executive Director, External Affairs

The **Executive Director, External Affairs** is responsible for providing management direction to federal, state, and regional government relations, as well as the Grants section, while developing programs within OCTA and implementing 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, providing grant development and management, 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.

In addition, the Executive Director is responsible for development and implementation of the annual work program and coordination of supporting activities within other OCTA divisions.

The **State and Federal Relations** section 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** section is responsible for developing and maintaining a competitive and proactive grant funding program that is responsive to the needs of the OCTA. These efforts include maximizing feasible funding opportunities from all grant resources, promoting the favorable formulation of grant-related legislation and rule

### Department Expenses

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Executive Director, External Affairs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	984,310	1,073,500	1,028,829
7150 Extra Help Employees	5,646	28,000	30,000
7209 Deferred Compensation	42,270	23,996	30,789
7210 Pensions	365,937	356,822	333,497
7220 Insurances	26,929	36,697	34,680
7240 Health Care	136,710	183,200	203,987
7260 Compensated Absences	123,122	144,582	130,152
7270 Workers' Compensation	35,438	19,411	22,554
7280 Other Benefits	52,907	67,135	66,503
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,773,269</b>	<b>\$ 1,933,343</b>	<b>\$ 1,880,991</b>
<u>Services and Supplies</u>			
7510 Professional Services	53,012	1,291,000	303,000
7610 Outside Services	0	1,536	1,536
7650 Travel, Training, and Mileage	54,628	37,590	41,088
7660 Office Expense	3,952	8,375	8,800
7670 Miscellaneous Expense	35,289	34,920	34,920
7790 Other Materials and Supplies	0	760	760
<b>Subtotal Services and Supplies</b>	<b>\$ 146,881</b>	<b>\$ 1,374,181</b>	<b>\$ 390,104</b>
<b>Executive Director, External Affairs Total</b>	<b>\$ 1,920,150</b>	<b>\$ 3,307,524</b>	<b>\$ 2,271,095</b>

making, and serving as the OCTA's primary point of contact with funding agencies. To ensure the responsible use of federal funds, the section assists the OCTA's implementing divisions in monitoring their subrecipients and conducts compliance reviews of the OCTA's subgrantees to ensure FTA grant rules and regulations are met.

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

is also tasked with involving OCTA Executive Management and OCTA Board Members in events of interest to OCTA.

OCTA participates in a number of transportation-related initiatives within the two Metropolitan Planning Organizations in Southern California, the Southern California Association of Governments 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. The objective is to ensure intercounty cooperation on proposed transportation 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.

Reporting directly to the Executive Director are the following work units: Marketing and Public Outreach, Marketing and Customer Engagement, OCTA Marketing and Engagement, Public Outreach, 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.



**Marketing and Public Outreach**

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Marketing and Public Outreach</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	314,851	321,572	297,562
7209 Deferred Compensation	10,672	7,154	8,800
7210 Pensions	112,134	107,503	96,451
7220 Insurances	8,675	10,966	9,914
7240 Health Care	38,408	38,054	38,153
7260 Compensated Absences	31,258	43,110	37,202
7270 Workers' Compensation	11,291	8,245	6,151
7280 Other Benefits	24,587	26,461	25,565
<b>Subtotal Salaries and Benefits</b>	<b>\$ 551,876</b>	<b>\$ 563,065</b>	<b>\$ 519,798</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,968	852	897
7660 Office Expense	31,868	29,000	27,000
7670 Miscellaneous Expense	3,492	5,960	5,660
<b>Subtotal Services and Supplies</b>	<b>\$ 37,328</b>	<b>\$ 35,812</b>	<b>\$ 33,557</b>
<b>Marketing and Public Outreach Total</b>	<b>\$ 589,204</b>	<b>\$ 598,877</b>	<b>\$ 553,355</b>

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

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

The **Public Outreach** section focuses on public communications in support of all phases of capital project development and construction

to support the M2 Next 10 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** section provides outreach support and expertise for OCTA's procurement

processions, including Disadvantaged Business Enterprise compliance and new vendor orientation. Staff assists other departments and divisions in order to communicate effectively to all of the diverse stakeholder audiences and customers of OCTA's programs and services.

The **Marketing and Customer Engagement** section is OCTA's customer advocacy group, providing customer feedback 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 through customer roundtables and the Special Needs in Transit Advisory Committee.

## Marketing & Customer Engagement

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.



Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Marketing &amp; Customer Engagement</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,027,706	1,051,709	1,113,699
7150 Extra Help Employees	21,874	42,000	45,000
7209 Deferred Compensation	17,013	23,285	33,031
7210 Pensions	363,569	343,207	354,381
7220 Insurances	29,505	34,825	37,205
7240 Health Care	189,638	206,921	221,240
7260 Compensated Absences	106,029	140,300	139,626
7270 Workers' Compensation	36,656	18,497	26,655
7280 Other Benefits	51,600	56,238	61,498
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,843,590</b>	<b>\$ 1,916,982</b>	<b>\$ 2,032,335</b>
<u>Services and Supplies</u>			
7510 Professional Services	253,044	125,000	125,000
7630 Advertising Fees	15,216	30,000	0
7650 Travel, Training, and Mileage	9,969	5,489	5,514
7660 Office Expense	12,377	25,500	28,500
7670 Miscellaneous Expense	12,262	5,510	4,820
7790 Other Materials and Supplies	1,471	2,500	1,000
<b>Subtotal Services and Supplies</b>	<b>\$ 304,339</b>	<b>\$ 193,999</b>	<b>\$ 164,834</b>
<b>Marketing &amp; Customer Engagement Total</b>	<b>\$ 2,147,929</b>	<b>\$ 2,110,981</b>	<b>\$ 2,197,169</b>



## Marketing &amp; Customer Engagement (Continued)

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>OCTD Marketing &amp; Engagement</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	233,606	331,877	386,679
7209 Deferred Compensation	2,109	7,195	11,273
7210 Pensions	72,396	105,560	120,369
7220 Insurances	7,583	11,006	12,699
7240 Health Care	30,613	69,965	58,999
7260 Compensated Absences	27,613	43,352	47,652
7270 Workers' Compensation	7,996	6,626	12,302
7280 Other Benefits	119	17,376	20,988
<b>Subtotal Salaries and Benefits</b>	<b>\$ 382,035</b>	<b>\$ 592,957</b>	<b>\$ 670,961</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,858,497	2,155,900	1,742,300
7610 Outside Services	88,786	92,500	79,000
7630 Advertising Fees	130,426	130,000	100,000
7650 Travel, Training, and Mileage	1,427	1,675	1,769
7660 Office Expense	158,438	163,000	170,200
7670 Miscellaneous Expense	8,926	500	500
7750 Maintenance Expense	17,676	0	0
7790 Other Materials and Supplies	5,048	5,000	5,000
<b>Subtotal Services and Supplies</b>	<b>\$ 2,269,224</b>	<b>\$ 2,548,575</b>	<b>\$ 2,098,769</b>
<b>OCTD Marketing &amp; Engagement Total</b>	<b>\$ 2,651,259</b>	<b>\$ 3,141,532</b>	<b>\$ 2,769,730</b>
<b>Public Outreach</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	925,014	997,936	1,035,485
7150 Extra Help Employees	51,413	27,000	74,000
7209 Deferred Compensation	14,927	22,217	30,868
7210 Pensions	333,953	327,256	332,391
7220 Insurances	27,279	33,117	34,771
7240 Health Care	181,216	208,317	204,550
7260 Compensated Absences	131,667	133,873	130,489
7270 Workers' Compensation	34,287	16,410	24,604
7280 Other Benefits	22,127	54,660	57,472
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,721,883</b>	<b>\$ 1,820,786</b>	<b>\$ 1,924,630</b>
<u>Services and Supplies</u>			
7510 Professional Services	18,277	40,000	75,000
7610 Outside Services	55,152	28,550	26,350
7650 Travel, Training, and Mileage	9,131	7,018	8,063
7660 Office Expense	2,434	0	0
7670 Miscellaneous Expense	12,724	15,420	14,855
<b>Subtotal Services and Supplies</b>	<b>\$ 97,718</b>	<b>\$ 90,988</b>	<b>\$ 124,268</b>
<b>Public Outreach Total</b>	<b>\$ 1,819,601</b>	<b>\$ 1,911,774</b>	<b>\$ 2,048,898</b>

## Vanpool and Rideshare

OCTA administers a vanpool and rideshare program. The two programs are designed to encourage commuters to reduce their single occupancy vehicle commuter trips and use a carpool or vanpool for their daily commute. OCTA supports the Rideshare Program through annual activities like Dump the Pump Week and Rideshare Week. Additionally, OCTA reaches out to current and potential rideshare participants daily

on social media, via email, and on www.OCTA.net. OCTA's Vanpool Program provides assistance to commuters working in Orange County who live in Los Angeles, Orange, Riverside or San Bernardino counties. OCTA works with employers, commuters, and private vanpool operators to organize and sustain vanpools throughout Orange County.

As of 2017, over 515 vanpools serve over 151 destinations in Orange County, carrying over 3,600 passengers on a typical weekday. OCTA supports vanpool by administering programs that help commuters and employers find vanpool participants. OCTA provides contracts to private companies that offer vehicle leases, and provides a \$400 a month subsidy for each vanpool to offset vehicle lease and maintenance costs.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Vanpool</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	91,690	94,150	97,961
7209 Deferred Compensation	644	2,105	2,931
7210 Pensions	31,092	30,877	31,304
7220 Insurances	2,754	3,112	3,303
7240 Health Care	21,608	24,281	24,771
7260 Compensated Absences	12,965	12,680	12,394
7270 Workers' Compensation	3,200	1,553	4,101
7280 Other Benefits	0	5,084	5,458
<b>Subtotal Salaries and Benefits</b>	<b>\$ 163,953</b>	<b>\$ 173,842</b>	<b>\$ 182,223</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	2,461,072	2,583,320	2,654,482
7510 Professional Services	157,167	170,000	165,000
7610 Outside Services	1,454	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 2,619,693</b>	<b>\$ 2,753,320</b>	<b>\$ 2,819,482</b>
<b>Vanpool Total</b>	<b>\$ 2,783,646</b>	<b>\$ 2,927,162</b>	<b>\$ 3,001,705</b>

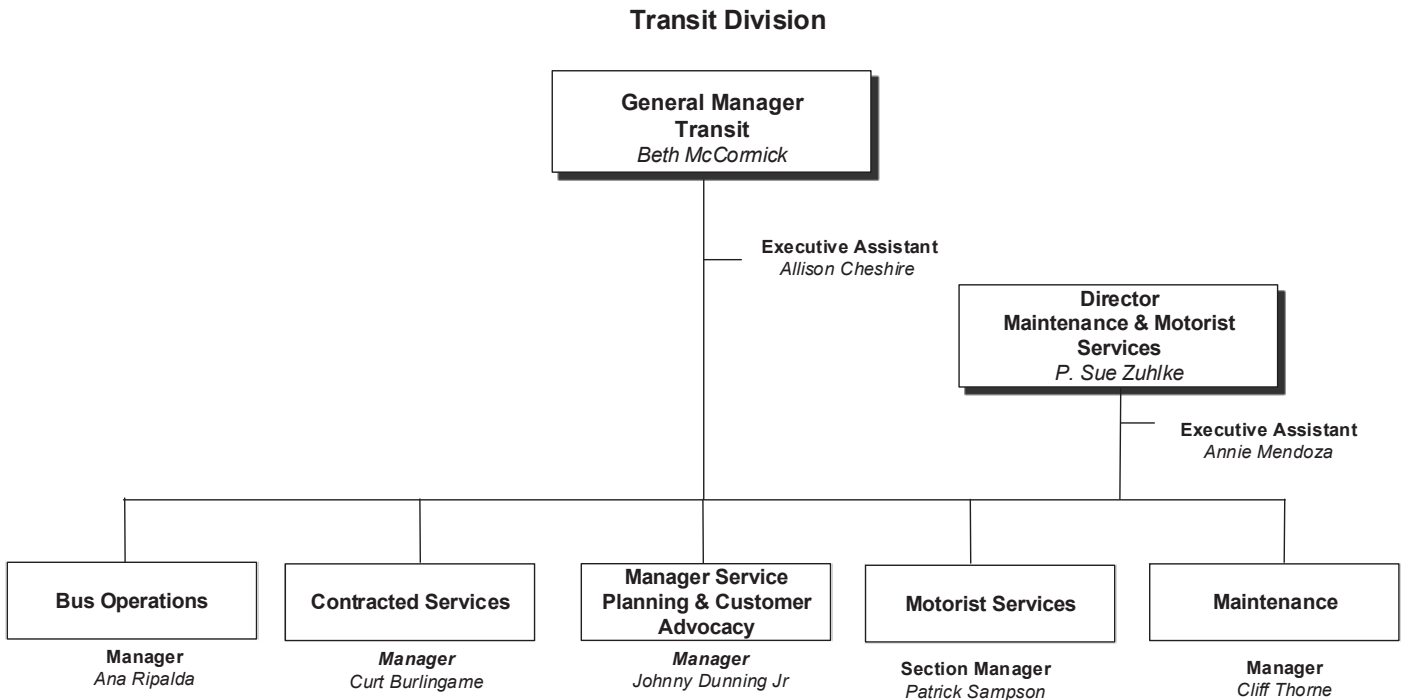
Vanpool/Rideshare (Continued)



Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Rideshare</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	113,306	134,926	53,508
7150 Extra Help Employees	9,243	14,000	15,000
7209 Deferred Compensation	0	3,016	1,601
7210 Pensions	36,286	44,774	17,661
7220 Insurances	3,768	4,613	1,804
7240 Health Care	10,680	20,400	7,623
7260 Compensated Absences	12,416	18,173	6,769
7270 Workers' Compensation	4,204	1,556	2,050
7280 Other Benefits	2,496	7,284	2,982
<b>Subtotal Salaries and Benefits</b>	<b>\$ 192,399</b>	<b>\$ 248,742</b>	<b>\$ 108,998</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	-800	0	0
7510 Professional Services	660,915	925,000	570,000
7610 Outside Services	8,551	0	0
7630 Advertising Fees	25,168	70,000	0
7670 Miscellaneous Expense	0	575	574
7830 Contributions to Other Agencies	29,753	30,000	30,000
<b>Subtotal Services and Supplies</b>	<b>\$ 723,587</b>	<b>\$ 1,025,575</b>	<b>\$ 600,574</b>
<b>Rideshare Total</b>	<b>\$ 915,986</b>	<b>\$ 1,274,317</b>	<b>\$ 709,572</b>



Division Overview

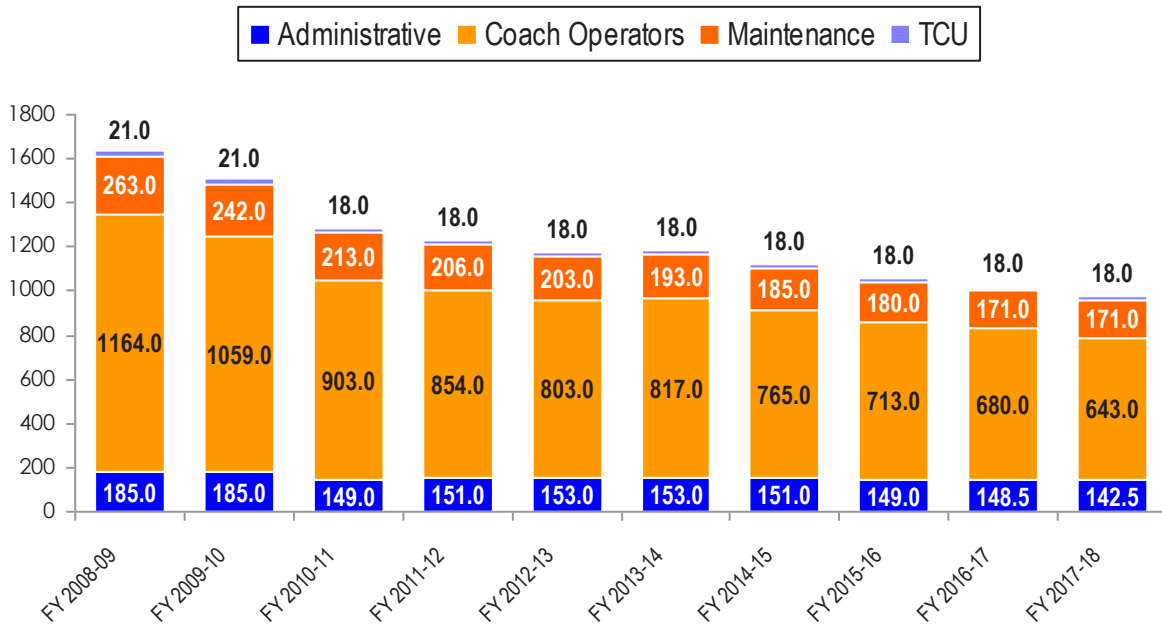


The Transit Division is one of OCTA's core business units delivering fixed-route and paratransit bus services and motorist services for the citizens and visitors of Orange County. Fixed-route service includes local fixed-route, community fixed-route, express, StationLink (rail feeder), and special shuttle 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. To accomplish this mission, performance metrics are closely monitored that measure system safety, courtesy and reliability.

Staffing Plan



## Transit Division Staffing



Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>O.C. Taxicab Administration Program</u>			
Code Administrator	2.00	2.00	2.00
Deputy Executive Officer	1.00	1.00	1.00
Office Specialist	1.00	1.00	0.00
<b>O.C. Taxicab Administration Program</b>	<b>4.00</b>	<b>4.00</b>	<b>3.00</b>
<u>Motorist Services</u>			
Business Unit Analyst	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Director	1.00	1.00	1.00
Secretary	1.00	1.00	1.00
<b>Motorist Services</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>
<u>General Manager Transit</u>			
Administrative Assistant	1.00	1.00	2.00
Assistant General Manager	1.00	1.00	0.00
Business Unit Analyst	1.00	1.00	0.00
General Manager	1.00	1.00	1.00
Section Manager	1.00	1.00	0.00
Transportation Analyst	0.00	1.00	0.00
<b>General Manager Transit</b>	<b>5.00</b>	<b>6.00</b>	<b>3.00</b>

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**Transit Division Staffing (Continued)**

<b>Division Staffing by Department - Job Family</b>	<b>FY 2015-16 Budget</b>	<b>FY 2016-17 Budget</b>	<b>FY 2017-18 Budget</b>
<u>Bus Operations</u>			
Administrative Assistant	0.00	1.00	0.00
Base Manager	4.00	4.00	4.00
Bus Operations Supervisor	40.00	39.00	37.00
Coach Operator	713.00	680.00	643.00
Department Manager	1.00	1.00	1.00
Instructor	4.00	4.00	4.00
Office Specialist	6.00	6.50	6.50
Secretary	1.00	0.00	0.00
Section Manager	2.00	2.00	2.00
Section Supervisor	8.00	8.00	8.00
Transportation Analyst	1.00	0.00	0.00
<b>Bus Operations</b>	<b>780.00</b>	<b>745.50</b>	<b>705.50</b>
<u>Maintenance</u>			
Automotive Mechanic	5.00	5.00	5.00
Base Manager	3.00	3.00	3.00
Business Unit Analyst	1.00	1.00	1.00
Certified Journeyman Mechanic	102.00	95.00	95.00
Department Manager	1.00	1.00	1.00
Facilities Maintenance Supervisor	0.00	2.00	2.00
Facilities Technician	18.00	18.00	18.00
Fleet Analyst	5.00	5.00	5.00
Journeyman Electronic Technician	14.00	14.00	14.00
Machinist	2.00	2.00	2.00
Maintenance Instructor	2.00	2.00	2.00
Maintenance Planner	0.00	0.00	1.00
Maintenance Supervisor	16.00	16.00	16.00
Mechanic	11.00	11.00	11.00
Office Specialist	5.00	5.50	5.50
Section Manager	6.00	6.00	6.00
Section Supervisor	2.00	0.00	0.00
Service Worker	46.00	44.00	44.00
<b>Maintenance</b>	<b>239.00</b>	<b>230.50</b>	<b>231.50</b>

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Transit Division Staffing (Continued)

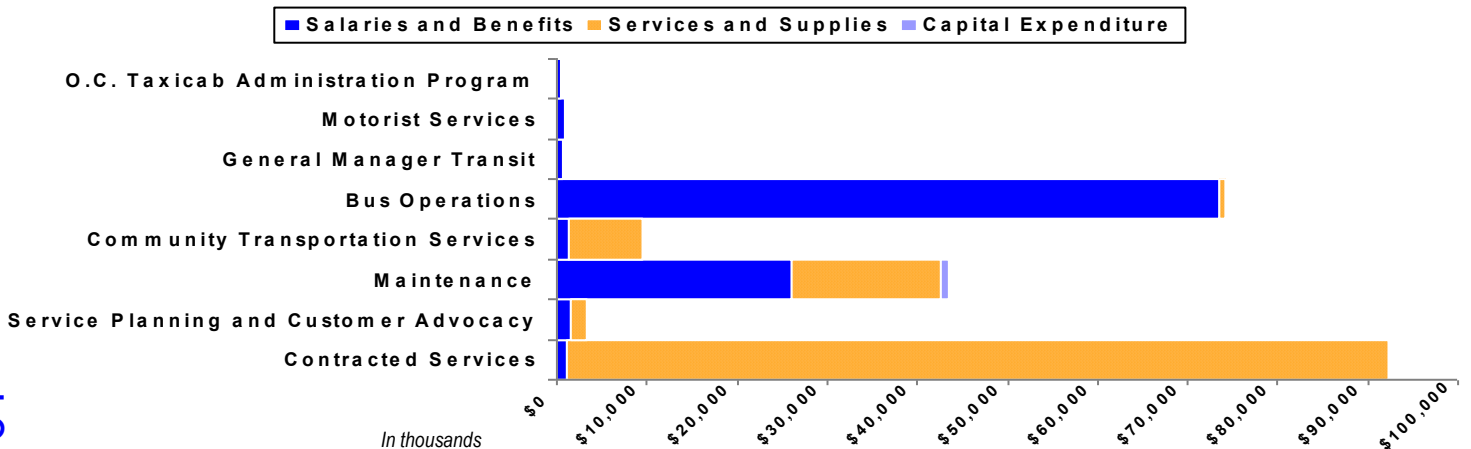
Division Staffing by Department - Job Family	FY 2015-16 Budget	FY 2016-17 Budget	FY 2017-18 Budget
<u>Community Transportation Services</u>			
Administrative Specialist	1.00	1.00	3.00
Community Transportation Coordinator	0.00	1.00	1.00
Department Manager	1.00	1.00	2.00
Office Specialist	2.00	2.50	0.50
Section Manager	1.00	1.00	2.00
Section Supervisor	1.00	1.00	0.00
<b>Community Transportation Services</b>	<b>6.00</b>	<b>7.50</b>	<b>8.50</b>
<u>Service Planning and Customer Advocacy</u>			
Department Manager	1.00	1.00	1.00
Office Specialist	0.00	1.00	1.00
Project Manager	0.00	1.00	0.00
Schedule Analyst	4.00	4.00	4.00
Schedule Checker	2.00	2.00	2.00
Section Manager	2.00	2.00	2.00
Stops & Zones Analyst	1.00	1.00	1.00
Stops & Zones Planner	1.00	1.00	1.00
<b>Svc. Planning and Cust. Advocacy</b>	<b>11.00</b>	<b>13.00</b>	<b>12.00</b>
<u>Transit Programs Management</u>			
Department Manager	1.00	0.00	0.00
Project Manager	1.00	0.00	0.00
Section Manager	1.00	0.00	0.00
Transit Project Manager	1.00	0.00	0.00
<b>Transit Programs Management</b>	<b>4.00</b>	<b>0.00</b>	<b>0.00</b>
<u>Contracted Services</u>			
Department Manager	1.00	1.00	0.00
Maint Field Administrator	4.00	4.00	4.00
Section Manager	2.00	2.00	3.00
<b>Contracted Services</b>	<b>7.00</b>	<b>7.00</b>	<b>7.00</b>
<b>Total Transit</b>	<b>1,060.00</b>	<b>1,017.50</b>	<b>974.50</b>



**Transit Division Expenses**

Description	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	53,988,606	55,473,371	54,728,233
7150 Extra Help Employees	522,916	270,435	446,990
7209 Deferred Compensation	962,695	967,208	1,021,881
7210 Pensions	19,608,342	18,698,306	18,660,872
7220 Insurances	1,357,267	1,524,614	1,505,088
7240 Health Care	14,607,782	14,660,515	14,195,179
7260 Compensated Absences	8,005,077	7,998,600	7,783,564
7270 Workers' Compensation	6,534,406	4,843,344	4,700,437
7280 Other Benefits	2,229,199	2,070,527	2,180,491
<b>Subtotal Salaries and Benefits</b>	<b>\$ 107,816,290</b>	<b>\$ 106,506,920</b>	<b>\$ 105,222,735</b>
<b>Services and Supplies</b>			
7310 Contract Transportation	78,293,195	79,583,093	87,174,604
7510 Professional Services	1,402,601	1,143,489	1,400,812
7540 Insurance Claims Expense	-77,103	0	0
7610 Outside Services	6,978,463	7,288,089	8,547,208
7650 Travel, Training, and Mileage	91,089	112,167	108,737
7660 Office Expense	147,188	157,747	151,186
7670 Miscellaneous Expense	198,381	185,702	221,303
7690 Leases	241,643	219,804	238,121
7710 Fuels and Lubricants	8,255,288	9,159,996	10,824,213
7740 Tires and Tubes	1,872,942	1,929,075	2,060,607
7750 Maintenance Expense	5,766,783	4,385,040	3,767,367
7780 General Equipment/Structures	22	0	0
7790 Other Materials and Supplies	1,204,010	1,427,955	1,351,631
7820 Taxes	51,927	350	5,255
7830 Contributions to Other Agencies	2,591,846	2,906,210	2,592,970
<b>Subtotal Services and Supplies</b>	<b>\$ 107,018,275</b>	<b>\$ 108,498,717</b>	<b>\$ 118,444,014</b>
<b>Capital Expenditure</b>			
9020 Capital Exp-Locally Funded	6,225,804	13,937,502	744,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 6,225,804</b>	<b>\$ 13,937,502</b>	<b>\$ 744,000</b>
<b>Total Uses</b>	<b>\$ 221,060,369</b>	<b>\$ 228,943,139</b>	<b>\$ 224,410,749</b>

**Division Expenses by Department and Major Object**



## General Manager, Transit

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>General Manager Transit</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	603,194	623,531	326,267
7150 Extra Help Employees	11,505	6,500	0
7209 Deferred Compensation	21,622	13,921	9,764
7210 Pensions	230,767	209,539	106,742
7220 Insurances	17,290	21,200	11,000
7240 Health Care	78,577	89,084	57,677
7260 Compensated Absences	87,648	83,876	41,273
7270 Workers' Compensation	23,250	10,359	6,151
7280 Other Benefits	58,162	51,980	27,359
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,132,015</b>	<b>\$ 1,109,990</b>	<b>\$ 586,233</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	22,830	14,672	15,770
7660 Office Expense	3,880	6,300	6,700
7670 Miscellaneous Expense	19,390	17,834	17,834
7790 Other Materials and Supplies	17	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 46,117</b>	<b>\$ 38,806</b>	<b>\$ 40,304</b>
<b>General Manager Transit Total</b>	<b>\$ 1,178,132</b>	<b>\$ 1,148,796</b>	<b>\$ 626,537</b>

The **Transit Division General Manager** is responsible for the day-to-day management of OCTA's transit services, encompassing the planning, operations, and maintenance functions. This management position is also accountable for reporting the

division's financial and operational performance to the Chief Executive Officer and the Board of Directors. The General Manager plays 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 oversight of transit capital projects, managing the coach operator and maintenance collective bargaining units, and organizational development.



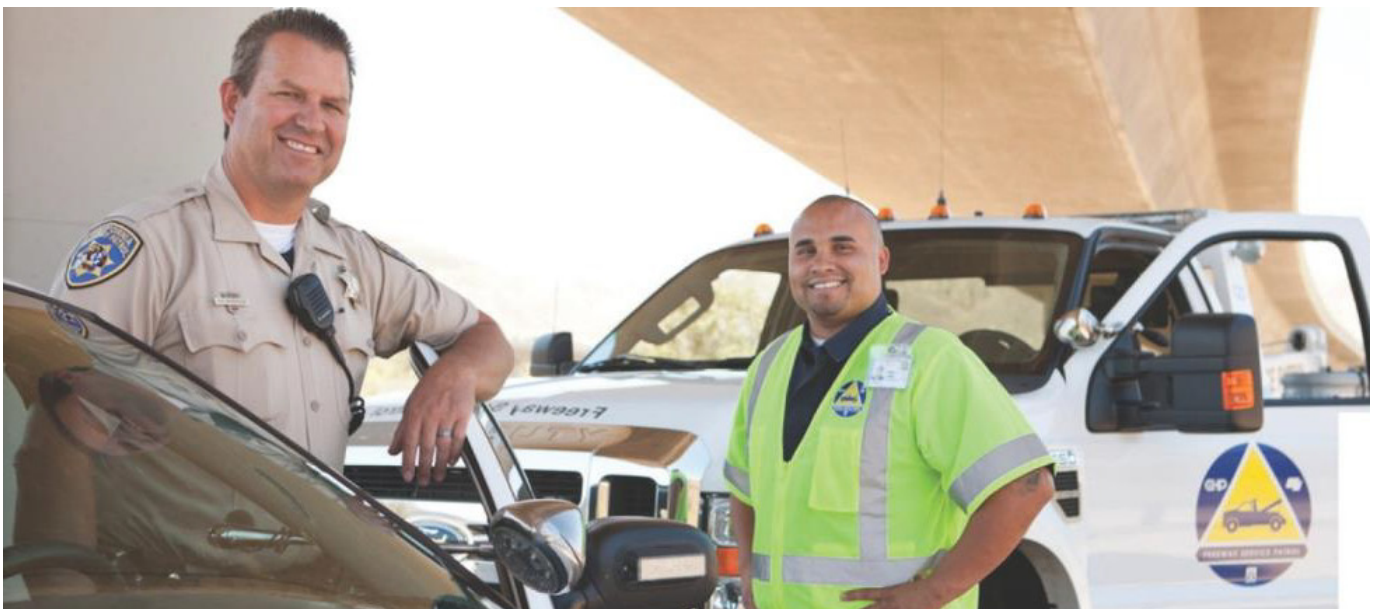
**Motorist Services**

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Motorist Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	386,164	401,065	432,535
7209 Deferred Compensation	13,174	8,946	12,931
7210 Pensions	139,195	133,773	140,554
7220 Insurances	10,799	13,682	14,565
7240 Health Care	63,691	77,648	81,489
7260 Compensated Absences	44,745	53,899	54,659
7270 Workers' Compensation	13,799	7,931	8,201
7280 Other Benefits	20,542	30,783	33,255
<b>Subtotal Salaries and Benefits</b>	<b>\$ 692,109</b>	<b>\$ 727,727</b>	<b>\$ 778,189</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	149	0	0
7660 Office Expense	610	0	0
7670 Miscellaneous Expense	163	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 922</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Motorist Services Total</b>	<b>\$ 693,031</b>	<b>\$ 727,727</b>	<b>\$ 778,189</b>

The **Motorist Services Department** plans, directs, and administers services included in the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). SAFE operates the Freeway Service Patrol (FSP)

program, the call box system, and the 511 motorist aid traveler information system. OCTAP 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.



## 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 safety, courtesy, and reliability. Other responsibilities include ensuring that all coach operators comply with local, state, and federal laws, and the administration of established work rules and

the collective bargaining agreement. The Bus Operations Department also includes support functions such as Central Communications, Field Operations, and Operations Training.

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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Bus Operations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	37,991,570	38,716,478	37,839,281
7150 Extra Help Employees	397,719	223,658	383,490
7209 Deferred Compensation	793,874	802,891	802,966
7210 Pensions	13,406,153	12,952,254	12,876,886
7220 Insurances	936,984	1,026,814	1,014,526
7240 Health Care	10,807,097	10,649,784	10,185,968
7260 Compensated Absences	5,600,598	5,513,897	5,437,785
7270 Workers' Compensation	5,432,704	4,157,640	3,919,567
7280 Other Benefits	1,167,777	1,087,133	1,159,829
<b>Subtotal Salaries and Benefits</b>	<b>\$ 76,534,476</b>	<b>\$ 75,130,549</b>	<b>\$ 73,620,298</b>
<u>Services and Supplies</u>			
7510 Professional Services	0	25,000	32,000
7540 Insurance Claims Expense	-79,596	0	0
7610 Outside Services	111,455	311,347	399,458
7650 Travel, Training, and Mileage	19,798	23,391	24,581
7660 Office Expense	50,001	51,472	45,472
7670 Miscellaneous Expense	42,331	48,356	48,344
7690 Leases	3,522	0	0
7790 Other Materials and Supplies	294,129	29,685	28,405
<b>Subtotal Services and Supplies</b>	<b>\$ 441,640</b>	<b>\$ 489,251</b>	<b>\$ 578,260</b>
<b>Bus Operations Total</b>	<b>\$ 76,976,116</b>	<b>\$ 75,619,800</b>	<b>\$ 74,198,558</b>

## Maintenance

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Maintenance</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,575,152	13,421,361	13,791,544
7150 Extra Help Employees	24,982	8,000	15,000
7209 Deferred Compensation	80,157	90,799	127,504
7210 Pensions	4,914,123	4,657,339	4,799,616
7220 Insurances	319,149	385,562	387,599
7240 Health Care	3,220,612	3,376,160	3,419,708
7260 Compensated Absences	1,957,642	2,041,730	1,959,376
7270 Workers' Compensation	971,149	626,431	702,957
7280 Other Benefits	751,880	778,301	828,311
<b>Subtotal Salaries and Benefits</b>	<b>\$ 24,814,846</b>	<b>\$ 25,385,683</b>	<b>\$ 26,031,615</b>
<u>Services and Supplies</u>			
7510 Professional Services	510,462	127,240	299,875
7540 Insurance Claims Expense	2,493	0	0
7610 Outside Services	4,625,749	5,502,908	5,802,424
7650 Travel, Training, and Mileage	38,270	61,635	56,231
7660 Office Expense	75,723	72,509	71,548
7670 Miscellaneous Expense	103,360	80,424	116,087
7710 Fuels and Lubricants	3,184,471	3,608,876	4,533,130
7740 Tires and Tubes	923,189	965,347	984,115
7750 Maintenance Expense	5,717,575	4,385,040	3,767,367
7780 General Equipment/Structures	22	0	0
7790 Other Materials and Supplies	876,352	959,628	1,020,000
7820 Taxes	37,301	350	5,255
<b>Subtotal Services and Supplies</b>	<b>\$ 16,094,967</b>	<b>\$ 15,763,957</b>	<b>\$ 16,656,032</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	3,930,194	13,587,502	744,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 3,930,194</b>	<b>\$ 13,587,502</b>	<b>\$ 744,000</b>
<b>Maintenance Total</b>	<b>\$ 44,840,007</b>	<b>\$ 54,737,142</b>	<b>\$ 43,431,647</b>

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 liquified natural gas (LNG) buses, 40-foot compressed natural gas (CNG) buses, 40-foot hydrogen buses, 60-foot diesel articulated buses, 60-foot CNG buses, and heavy maintenance for directly operated and contract operated fixed-route vehicles. In addition to the revenue fleet, the department

also maintains non-revenue support vehicles (approximately 172 miscellaneous equipment, cars, trucks, and vans), and a contingency fleet of 20 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 (Continued)

maintenance activities, the Garden Grove Base includes the Maintenance Training group, and the Santa Ana Base houses TTS and the specialty shops, including the body shop, upholstery shop, rebuild shop, machine shop, electronics, and automotive shop.

Maintenance Resources Management 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 all OCTA vehicle maintenance activities; movement of all vehicles between bases; and disposal of assets. 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. In addition, this group oversees the Maintenance Apprentice Program.

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), six transit centers, and two OCTA park-and-ride centers.



## Contracted Services

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Contracted Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	558,428	571,822	569,097
7209 Deferred Compensation	15,924	12,782	17,032
7210 Pensions	216,416	187,532	181,858
7220 Insurances	16,029	19,317	19,183
7240 Health Care	82,288	102,177	114,202
7260 Compensated Absences	71,680	77,018	71,996
7270 Workers' Compensation	21,351	10,454	14,353
7280 Other Benefits	69,952	30,871	35,508
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,052,068</b>	<b>\$ 1,011,973</b>	<b>\$ 1,023,229</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	75,753,554	74,250,512	81,209,274
7510 Professional Services	0	0	7,400
7610 Outside Services	932,881	464,701	979,290
7650 Travel, Training, and Mileage	847	3,346	3,023
7660 Office Expense	923	20,700	20,700
7670 Miscellaneous Expense	0	35,600	35,600
7690 Leases	238,121	219,804	238,121
7710 Fuels and Lubricants	6,893,566	5,513,691	6,243,204
7740 Tires and Tubes	948,357	943,916	1,061,474
7750 Maintenance Expense	11	0	0
7790 Other Materials and Supplies	11,530	0	0
7820 Taxes	14,626	0	0
7830 Contributions to Other Agencies	1,704,510	1,695,192	1,373,839
<b>Subtotal Services and Supplies</b>	<b>\$ 86,498,926</b>	<b>\$ 83,147,462</b>	<b>\$ 91,171,925</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	221,498	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 221,498</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Contracted Services Total</b>	<b>\$ 87,772,492</b>	<b>\$ 84,159,435</b>	<b>\$ 92,195,154</b>

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 CS 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 Sand Canyon and ACCESS service from Irvine Construction Circle.

## 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 agency'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 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Service Planning and Customer Advocacy</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	784,655	974,220	869,783
7150 Extra Help Employees	76,120	32,277	48,500
7209 Deferred Compensation	16,031	20,884	24,833
7210 Pensions	282,113	308,235	267,659
7220 Insurances	25,129	32,350	27,971
7240 Health Care	110,263	152,045	147,054
7260 Compensated Absences	86,266	125,830	104,972
7270 Workers' Compensation	30,738	17,886	24,604
7280 Other Benefits	58,499	50,435	46,238
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,469,814</b>	<b>\$ 1,714,162</b>	<b>\$ 1,561,614</b>
<u>Services and Supplies</u>			
7510 Professional Services	240,526	264,249	243,297
7610 Outside Services	484,303	968,704	1,170,376
7650 Travel, Training, and Mileage	3,262	4,282	4,300
7660 Office Expense	319	500	500
7670 Miscellaneous Expense	207	460	460
7790 Other Materials and Supplies	21,982	438,642	303,226
<b>Subtotal Services and Supplies</b>	<b>\$ 750,599</b>	<b>\$ 1,676,837</b>	<b>\$ 1,722,159</b>
<b>Svc. Planning and Cust. Advocacy Total</b>	<b>\$ 2,220,413</b>	<b>\$ 3,390,999</b>	<b>\$ 3,283,773</b>



## 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. In addition, CTS staff

is responsible for developing and updating the Orange County Public Transit-Human Services Coordinated Transportation Plan which identifies needs and gaps in special needs transportation service, recommends priority strategies to address the needs, and includes an inventory of special needs transportation resources.

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Community Transportation Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	421,415	511,996	680,776
7150 Extra Help Employees	12,590	0	0
7209 Deferred Compensation	6,081	11,444	20,374
7210 Pensions	159,167	168,335	218,389
7220 Insurances	13,084	17,323	22,948
7240 Health Care	90,737	136,612	130,666
7260 Compensated Absences	47,461	68,962	86,120
7270 Workers' Compensation	16,263	8,960	18,453
7280 Other Benefits	56,834	27,642	37,931
<b>Subtotal Salaries and Benefits</b>	<b>\$ 823,632</b>	<b>\$ 951,274</b>	<b>\$ 1,215,657</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	2,539,641	5,332,581	5,965,330
7510 Professional Services	651,613	727,000	818,240
7610 Outside Services	-14,698	40,429	195,660
7650 Travel, Training, and Mileage	4,146	4,841	4,832
7660 Office Expense	4,048	6,266	6,266
7670 Miscellaneous Expense	32,512	3,028	2,978
7710 Fuels and Lubricants	-1,822,749	37,429	47,879
7740 Tires and Tubes	1,396	19,812	15,018
7750 Maintenance Expense	48,638	0	0
7830 Contributions to Other Agencies	887,336	1,211,018	1,219,131
<b>Subtotal Services and Supplies</b>	<b>\$ 2,331,883</b>	<b>\$ 7,382,404</b>	<b>\$ 8,275,334</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	540,609	350,000	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 540,609</b>	<b>\$ 350,000</b>	<b>\$ 0</b>
<b>Community Transportation Services Total</b>	<b>\$ 3,696,124</b>	<b>\$ 8,683,678</b>	<b>\$ 9,490,991</b>

## Transit Programs Management

Expenses	FY 2015-16 Actuals	FY 2016-17 Budget	FY 2017-18 Budget
<b>Transit Programs Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	422,427	0	0
7209 Deferred Compensation	13,541	0	0
7210 Pensions	167,338	0	0
7220 Insurances	11,722	0	0
7240 Health Care	80,256	0	0
7260 Compensated Absences	74,344	0	0
7270 Workers' Compensation	16,092	0	0
7280 Other Benefits	29,533	0	0
<b>Subtotal Salaries and Benefits</b>	<b>\$ 815,253</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Services and Supplies</u>			
7610 Outside Services	838,773	0	0
7650 Travel, Training, and Mileage	1,787	0	0
7660 Office Expense	11,684	0	0
7670 Miscellaneous Expense	418	0	0
7750 Maintenance Expense	559	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 853,221</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,533,503	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,533,503</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Transit Programs Management Total</b>	<b>\$ 3,201,977</b>	<b>\$ 0</b>	<b>\$ 0</b>



**OCTA**



## Fund Descriptions

### General Fund

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

### Local Transportation Fund (LTF)

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

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

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

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

The SAFE program is responsible for the maintenance and operation of more than 415 call boxes on Orange County freeways. This fund also includes the Freeway Service Patrol (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.

### 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.

### State Transit Assistance (STAF) Fund

The STAF, 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. Beginning in 2017, this revenue will be increased based on the passage of Transportation Senate Bill 1. These revenues may be used for capital and operating expenditures related to public transportation.

### LTA Measure M2 (M2)

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

### Commuter Rail Fund

With the closeout of the M1 fund at the

end of fiscal year 2015, a portion of the remaining balance was moved into the Commuter Rail Fund. This fund supports OCTA's long-term operating and capital funding of Metrolink commuter rail services

### Orange County Transit District (OCTD) Fund

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

### 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.

### Express Lanes Funds

The Express Lanes funds support the 91 Express Lanes and 405 Express Lanes. The 91 Express Lanes is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes. The 405 Express Lanes Fund supports the express lane portion of the I-405 improvement project.

### Internal Service Funds

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

### OCTD Capital Projects Fund

The OCTD Capital Projects Fund was established to track federally funded capital projects administered by OCTA

## Fund Descriptions (continued)

in which OCTD is the grantee or legal recipient.

### 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) Fund

The Commuter Rail Endowment funds 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.

### 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.

### 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 (col-

lectively, 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.

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

special regulations, restrictions, or limitations.

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

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

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

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

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

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

## Glossary (continued)

**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 one-half cent local sales tax and the OCTA General Fund from one-quarter 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 voted to approve OCTA Resolution No. 2017-029 and LTA Resolution No. 2017-028 on June 12, 2017 establishing appropriations limits for the OCTA General Fund at \$11,087,013 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,675,556,032 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 \$4,199,261 and \$322,954,296 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 2017-18 appropriation limits are on the following pages.

**RESOLUTION OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2017-18**

**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 2017-18 is \$11,087,013.
2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2017-18 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$4,199,261.
3. The appropriations limit for Fiscal Year 2017-18 exceeds proceeds of taxes for Fiscal Year 2017-18 by \$6,887,752.

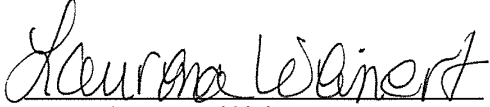
ADOPTED, SIGNED, AND APPROVED this 12th day of June 2017.


AYES: Chairman Hennessey, Vice Chair Bartlett, and Directors Davies, Delgleize, Do, Donchak, Jones, Mark A. Murphy, Richard Murphy, Murray, Pulido, Shaw, Spitzer, Steel, Tait, and Winterbottom

NOES: None

ABSENT: Director Nelson

ATTEST:

  
 \_\_\_\_\_  
 Lauren Weinert  
 Clerk of the Board

  
 \_\_\_\_\_  
 Michael Hennessey, Chairman  
 Orange County Transportation Authority

OCTA Resolution No. 2017-029

**RESOLUTION OF THE  
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2017-18**

**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 2017-18 is \$1,675,556,032.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2017-18 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$322,954,296.
3. The appropriations limit for Fiscal Year 2017-18 exceeds proceeds of taxes for Fiscal Year 2017-18 by \$1,352,601,736.

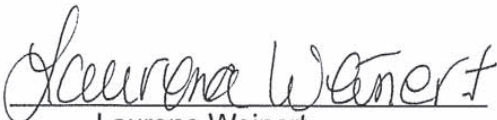
ADOPTED, SIGNED, AND APPROVED this 12<sup>th</sup> day of June 2017.

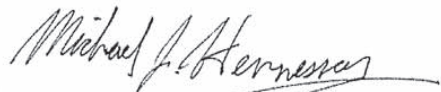
AYES: Chairman Hennessey, Vice Chair Bartlett, Directors Davies, Delgleize, Do, Donchak, Jones, Mark A. Murphy, Richard Murphy, Murray, Pulido, Shaw, Spitzer, Steel, Tait, and Winterbottom

NOES: None

ABSENT: Director Nelson

ATTEST:

  
Laurena Weinert  
Clerk of the Board

  
Michael Hennessey, Chairman  
Orange County Local Transportation Authority

OCLTA Resolution No. 2017-028

**RESOLUTION OF THE BOARD OF DIRECTORS FOR  
THE ORANGE COUNTY TRANSPORTATION AUTHORITY  
APPROVING AN OPERATING AND CAPITAL BUDGET  
FISCAL YEAR 2017-18**

**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 \$1,289.8 million for Fiscal Year 2017-18;

**WHEREAS**, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 8, 2017, in the Board Chambers, at which time the proposed budget was considered;

**WHEREAS**, a public hearing was conducted on June 12, 2017, 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, 2017 through June 30, 2018, 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 12<sup>th</sup> day of June 2017.


AYES: Chairman Hennessey, Vice Chair Bartlett, and Directors Davies, Delgleize, Do, Donchak, Jones, Mark A. Murphy, Richard Murphy, Murray, Pulido, Shaw, Steel, Tait, and Winterbottom

NOES: Director Spitzer  
Director Tait opposed only on areas related to the OC Streetcar project

ABSTAIN: Director Mark Murphy on Attachment D and actions related to Attachment D

ABSENT: Director Nelson

ATTEST:

  
\_\_\_\_\_  
Laurena Weinert  
Clerk of the Board

  
\_\_\_\_\_  
Michael Hennessey, 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.

All together, budget preparation takes approximately seven months. Work typically begins with revenue projections in December and culminates in June with a Public Hearing and Board approval of the budget. The budget calendar is outlined on the right-hand side of the page.

### Financial Reporting

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

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.

December 16						
Su	Mo	Tu	We	Th	Fr	Sa
	28	29	30	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27				



All departments have three weeks to enter their budget. Salaries and benefits are updated using labor actions that will calculate the gross salaries and related benefits. As departments enter line items for specific costs, they are asked to provide a 12-month cash flow and justification.



The Financial Planning & Analysis department (FP&A) reviews all budget requests and makes recommendations to departments and management as to possible issues. Throughout February and March FP&A will be inputting interfund transfers, identifying designations and the use of prior year designations to balance the funds, and calculating the overhead expenses to be allocated.

March 17						
Su	Mo	Tu	We	Th	Fr	Sa
	27	28	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

April 17						
Su	Mo	Tu	We	Th	Fr	Sa
	27	28	29	30		1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25				



The proposed budget is distributed to Board Committee Members 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 ensure that the public hearing on the budget is properly noticed in area newspapers.

June 17						
Su	Mo	Tu	We	Th	Fr	Sa
	29	30	31	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27				



The budget software is set-up for FY 2017-18, with starting assumptions for salaries, benefits, and non-project related revenues.



Classes are provided in the use of the budget software and specific instructions for FY 2017-18.

January 17						
Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

February 17						
Su	Mo	Tu	We	Th	Fr	Sa
	30	31	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				



Human Resources reviews each labor action to ensure it is in alignment with OCTA's Personnel and Salary Resolution.



The Grants section inputs project-related revenues from grants and maps line item expenses to external revenues.



From mid-February through March, the Budget Review Committee (BRC) will examine the budget for each Program and Fund. The BRC is comprised of the Deputy CEO, the Executive Director of Finance and Administration, and the Executive Director of Human Resources and Organizational Development.



The proposed budget is presented to Executive Management.



A Board Workshop presentation and draft documents are prepared.

May 17						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



The Board conducts a Public Hearing related to the proposed budget. After public comments have occurred, the public hearing is closed. Traditionally, the budget is presented for approval immediately following the public hearing. The Gann Appropriations Limit is prepared and submitted to the Board for approval. FP&A prepares the approved budget documents for distribution by the beginning of July.

## Financial Policies

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

### Budget Policy

OCTA's Budget Policy articulates that an annual budget will be prepared in accordance with the CBP, will be subject to a public hearing, and expenses will be controlled at the "Major Object" level. The three Major Objects for expenses at OCTA are: 1) salaries and benefits; 2) services and supplies; and 3) capital expenditures.

The approved budget can be amended by the Board to alter both appropriations and estimated revenues as unforeseen circumstances arise. Division and department heads are authorized to approve appropriation transfers within major objects. Appropriation transfers between major objects require Board approval. Accordingly, the legal level of budgetary control at which expenditures cannot exceed appropriations for budgeted funds, is at the major object level. With the exception of accounts that have been encumbered, appropriations lapse at year-end.

### Position Control Policy

OCTA's Position Control Policy includes the control, maintenance, and reporting of OCTA's annual allocation budgeted positions as approved by the Board. The Position Control Policy ensures that OCTA does not employ more employees than approved by the Board, and ensures that positions are filled at or below the salary grade approved in OCTA's overall budget.

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.

### OCTD Capital Asset Reserve Policy

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

### 91 Express Lanes Financial Policies

In managing the 91 Express Lanes, the Board has adopted a policy on the use of "excess revenues" and the establishment of a capital replacement fund in excess of what is required under the bond indenture. "Excess revenues" are defined as total revenues less operating, capital, senior and subordinated debt service payments, and reserve fund payments. After meeting all debt service requirements, if additional revenues remain, these excess revenues may be used to retire debt early or used for State Route 91 (SR-91) corridor improvements.

### 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 sub-standard 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 the modified accrual basis of accounting. Under the modified accrual basis of

## Debt Policy (Continued)

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*

*Operating Budget Excellence Award  
Fiscal Year 2016-2017*

*Presented to the*

*Orange County Transportation Authority*

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

*January 31, 2017*



*John Adams*

*John Adams  
CSMFO President*

*Craig Boyer*

*Craig Boyer, 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
<b>Beginning Balance</b>	\$ 233.5	233.8	181.1	154.8	199.1	295.6	486.5	527.3
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ <b>226.6</b>	<b>238.5</b>	<b>252.0</b>	<b>266.4</b>	<b>277.4</b>	<b>335.3</b>	<b>408.0</b>	<b>493.7</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
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
<b>Total Uses of funds</b>	\$ <b>274.2</b>	<b>283.1</b>	<b>290.4</b>	<b>296.7</b>	<b>309.9</b>	<b>374.6</b>	<b>455.1</b>	<b>548.2</b>
<b>Net cash provided by operations</b>	\$ <b>(47.6)</b>	<b>(44.6)</b>	<b>(38.5)</b>	<b>(30.3)</b>	<b>(32.6)</b>	<b>(39.3)</b>	<b>(47.1)</b>	<b>(54.6)</b>
<b>Cash flows from non-capital financing activities:</b>								
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
<b>Net cash provided by noncapital financing activities</b>	\$ <b>62.0</b>	<b>68.9</b>	<b>57.0</b>	<b>58.8</b>	<b>60.8</b>	<b>72.1</b>	<b>85.9</b>	<b>81.6</b>
<b>Cash flows from capital and related financing activities:</b>								
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)
<b>Net cash used by capital and related financing activities</b>	\$ <b>(16.6)</b>	<b>(80.9)</b>	<b>(49.0)</b>	<b>11.3</b>	<b>20.3</b>	<b>(78.2)</b>	<b>(73.6)</b>	<b>(25.3)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	2.5	3.9	4.1	4.6	6.8	13.1	20.9	22.3
<b>Net cash provided by investing activities</b>	\$ <b>2.5</b>	<b>3.9</b>	<b>4.1</b>	<b>4.6</b>	<b>6.8</b>	<b>13.1</b>	<b>20.9</b>	<b>22.3</b>
<b>Net increase/decrease in cash</b>	\$ <b>0.3</b>	<b>(52.7)</b>	<b>(26.3)</b>	<b>44.3</b>	<b>55.4</b>	<b>(32.3)</b>	<b>(14.0)</b>	<b>24.0</b>
<b>Available Cash</b>	\$ <b>233.8</b>	<b>181.1</b>	<b>154.8</b>	<b>199.1</b>	<b>254.5</b>	<b>263.3</b>	<b>472.5</b>	<b>551.3</b>

Cash Flow Statement - Measure M2

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
<b>Beginning Balance</b>	\$ 490.3	357.5	154.0	577.8	258.7	112.0	816.9	867.7
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ 534.8	432.9	1271.2	428.9	1126.1	493.2	618.0	733.1
<b>Debt Service</b>								
Gross Debt Service on TECP/Bonds	28.5	18.5	80.9	80.9	134.9	134.9	134.9	134.5
<b>Total Debt Service Payments</b>	28.5	18.5	80.9	80.9	134.9	134.9	134.9	134.5
<b>Program Expenditures</b>								
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
<b>Total Program Expenditures</b>	639.1	617.9	766.5	667.0	682.3	244.1	337.5	788.9
<b>Net cash provided by operations</b>	\$ (132.8)	(203.5)	423.7	(319.0)	308.9	114.2	145.7	(190.3)
<b>Available Cash</b>	\$ 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
<b>Beginning Balance</b>	\$ 104.1	184.5	136.4	128.9	122.4	92.6	66.1	29.3
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ <b>74.3</b>	<b>27.1</b>	<b>28.7</b>	<b>30.2</b>	<b>31.6</b>	<b>43.0</b>	<b>52.3</b>	<b>63.6</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Subsidy to SCRRA	(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)
<b>Total Uses of funds</b>	\$ <b>(34.1)</b>	<b>(36.6)</b>	<b>(35.8)</b>	<b>(36.7)</b>	<b>(37.8)</b>	<b>(43.1)</b>	<b>(49.0)</b>	<b>(55.0)</b>
<b>Net cash provided by operations</b>	\$ <b>40.2</b>	<b>(9.4)</b>	<b>(7.1)</b>	<b>(6.5)</b>	<b>(6.1)</b>	<b>(0.1)</b>	<b>3.3</b>	<b>8.6</b>
<b>Cash flows from non-capital financing activities:</b>								
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
<b>Net cash provided by noncapital financing activities</b>	\$ <b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cash flows from capital and related financing activities:</b>								
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)
<b>Net cash used by capital and related financing activities</b>	\$ <b>(41.2)</b>	<b>(41.0)</b>	<b>(3.0)</b>	<b>(3.1)</b>	<b>(2.7)</b>	<b>(10.1)</b>	<b>(12.1)</b>	<b>(12.2)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	1.4	2.4	2.6	3.1	3.5	3.5	2.5	1.1
<b>Net cash provided by investing activities</b>	\$ <b>1.4</b>	<b>2.4</b>	<b>2.6</b>	<b>3.1</b>	<b>3.5</b>	<b>3.5</b>	<b>2.5</b>	<b>1.1</b>
<b>Net increase/decrease in cash</b>	\$ <b>80.4</b>	<b>(48.1)</b>	<b>(7.5)</b>	<b>(6.5)</b>	<b>(5.4)</b>	<b>(6.7)</b>	<b>(6.3)</b>	<b>(2.5)</b>
<b>Available Cash</b>	\$ <b>184.5</b>	<b>136.4</b>	<b>128.9</b>	<b>122.4</b>	<b>117.0</b>	<b>85.9</b>	<b>59.7</b>	<b>26.8</b>

## Cash Flow Statement - 91 Express Lanes

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
<b>Beginning Balance</b>	\$ 53.5	30.6	15.7	11.1	11.0	10.6	9.0	9.9
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ <b>41.5</b>	<b>43.4</b>	<b>43.7</b>	<b>44.8</b>	<b>47.7</b>	<b>61.7</b>	<b>80.8</b>	<b>106.6</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
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
<b>Total Uses of funds</b>	\$ <b>19.1</b>	<b>18.6</b>	<b>17.2</b>	<b>16.1</b>	<b>16.6</b>	<b>20.2</b>	<b>22.3</b>	<b>25.8</b>
<b>Net cash provided by operations</b>	\$ <b>22.3</b>	<b>24.8</b>	<b>26.6</b>	<b>28.7</b>	<b>31.2</b>	<b>41.5</b>	<b>58.5</b>	<b>80.7</b>
<b>Cash flows from non-capital financing activities:</b>								
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
<b>Net cash provided by noncapital financing activities</b>	\$ <b>(3.0)</b>	<b>10.0</b>	<b>(3.0)</b>	<b>(3.0)</b>	<b>(3.0)</b>	<b>(3.0)</b>	<b>(3.0)</b>	<b>0.0</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(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
<b>Net cash used by capital and related financing activities</b>	\$ <b>(42.9)</b>	<b>(50.4)</b>	<b>(28.8)</b>	<b>(26.5)</b>	<b>(26.5)</b>	<b>(40.6)</b>	<b>(54.5)</b>	<b>(81.1)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	0.7	0.7	0.7	0.7	0.8	1.1	1.0	0.5
<b>Net cash provided by investing activities</b>	\$ <b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.7</b>	<b>0.8</b>	<b>1.1</b>	<b>1.0</b>	<b>0.5</b>
<b>Cash to Accrual Reconciling Items</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Net increase/decrease in cash</b>	\$ <b>(22.9)</b>	<b>(14.9)</b>	<b>(4.6)</b>	<b>(0.1)</b>	<b>2.5</b>	<b>(1.0)</b>	<b>2.0</b>	<b>0.2</b>
<b>Available Cash</b>	\$ <b>30.6</b>	<b>15.7</b>	<b>11.1</b>	<b>11.0</b>	<b>13.5</b>	<b>9.5</b>	<b>11.0</b>	<b>10.1</b>

## Cash Flow Statement - OCTAP

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
<b>Beginning Balance</b>	\$ 1.0	1.0	1.1	1.1	1.2	1.7	2.1	2.3
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ <b>0.8</b>	<b>0.8</b>	<b>0.9</b>	<b>0.9</b>	<b>0.9</b>	<b>1.1</b>	<b>1.2</b>	<b>1.4</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
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
<b>Total Uses of funds</b>	\$ <b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.9</b>	<b>0.9</b>	<b>1.1</b>	<b>1.3</b>	<b>1.5</b>
<b>Net cash provided by operations</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.1)</b>
<b>Cash flows from non-capital financing activities:</b>								
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
<b>Net cash provided by noncapital financing activities</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	0.0	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
<b>Net cash used by capital and related financing activities</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	0.01	0.02	0.02	0.03	0.04	0.07	0.08	0.09
<b>Net cash provided by investing activities</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>Cash to Accrual Reconciling Items</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Net increase/decrease in cash</b>	\$ <b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>
<b>Available Cash</b>	\$ <b>1.0</b>	<b>1.1</b>	<b>1.1</b>	<b>1.2</b>	<b>1.3</b>	<b>1.8</b>	<b>2.2</b>	<b>2.3</b>

## Cash Flow Statement - SAFE

(millions)	2014-15	2015-16	2016-17	2017-18	2018-19	2023-24	2028-29	2033-34
<b>Beginning Balance</b>	\$ 2.4	4.1	5.3	6.7	8.0	14.5	22.9	35.8
<b>Cash flows from operating activities:</b>								
<b>Sources of funds:</b>								
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
<b>Total Sources of funds</b>	\$ <b>8.5</b>	<b>8.8</b>	<b>9.0</b>	<b>9.2</b>	<b>9.4</b>	<b>10.4</b>	<b>11.7</b>	<b>13.3</b>
<b>Cash flows from operating activities:</b>								
<b>Uses of funds:</b>								
Salaries and Benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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
<b>Total Uses of funds</b>	\$ <b>6.6</b>	<b>7.3</b>	<b>7.6</b>	<b>8.0</b>	<b>8.7</b>	<b>9.7</b>	<b>10.7</b>	<b>17.8</b>
<b>Net cash provided by operations</b>	\$ <b>1.9</b>	<b>1.5</b>	<b>1.4</b>	<b>1.2</b>	<b>0.7</b>	<b>0.7</b>	<b>1.0</b>	<b>(4.5)</b>
<b>Cash flows from non-capital financing activities:</b>								
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
<b>Net cash provided by noncapital financing activities</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>
<b>Cash flows from capital and related financing activities:</b>								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.3)	(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
<b>Net cash used by capital and related financing activities</b>	\$ <b>(0.3)</b>	<b>(0.3)</b>	<b>(0.1)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.1)</b>	<b>(0.4)</b>
<b>Cash flows from investing activities:</b>								
Interest on investments	0.0	0.1	0.1	0.2	0.3	0.6	0.9	1.5
<b>Net cash provided by investing activities</b>	\$ <b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.2</b>	<b>0.3</b>	<b>0.6</b>	<b>0.9</b>	<b>1.5</b>
<b>Cash to Accrual Reconciling Items</b>	\$ <b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1.0</b>	<b>6.0</b>
<b>Net increase/decrease in cash</b>	\$ <b>1.6</b>	<b>1.2</b>	<b>1.4</b>	<b>1.3</b>	<b>1.0</b>	<b>1.2</b>	<b>1.9</b>	<b>2.5</b>
<b>Available Cash</b>	\$ <b>4.1</b>	<b>5.3</b>	<b>6.7</b>	<b>8.0</b>	<b>9.0</b>	<b>15.7</b>	<b>24.8</b>	<b>38.3</b>

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