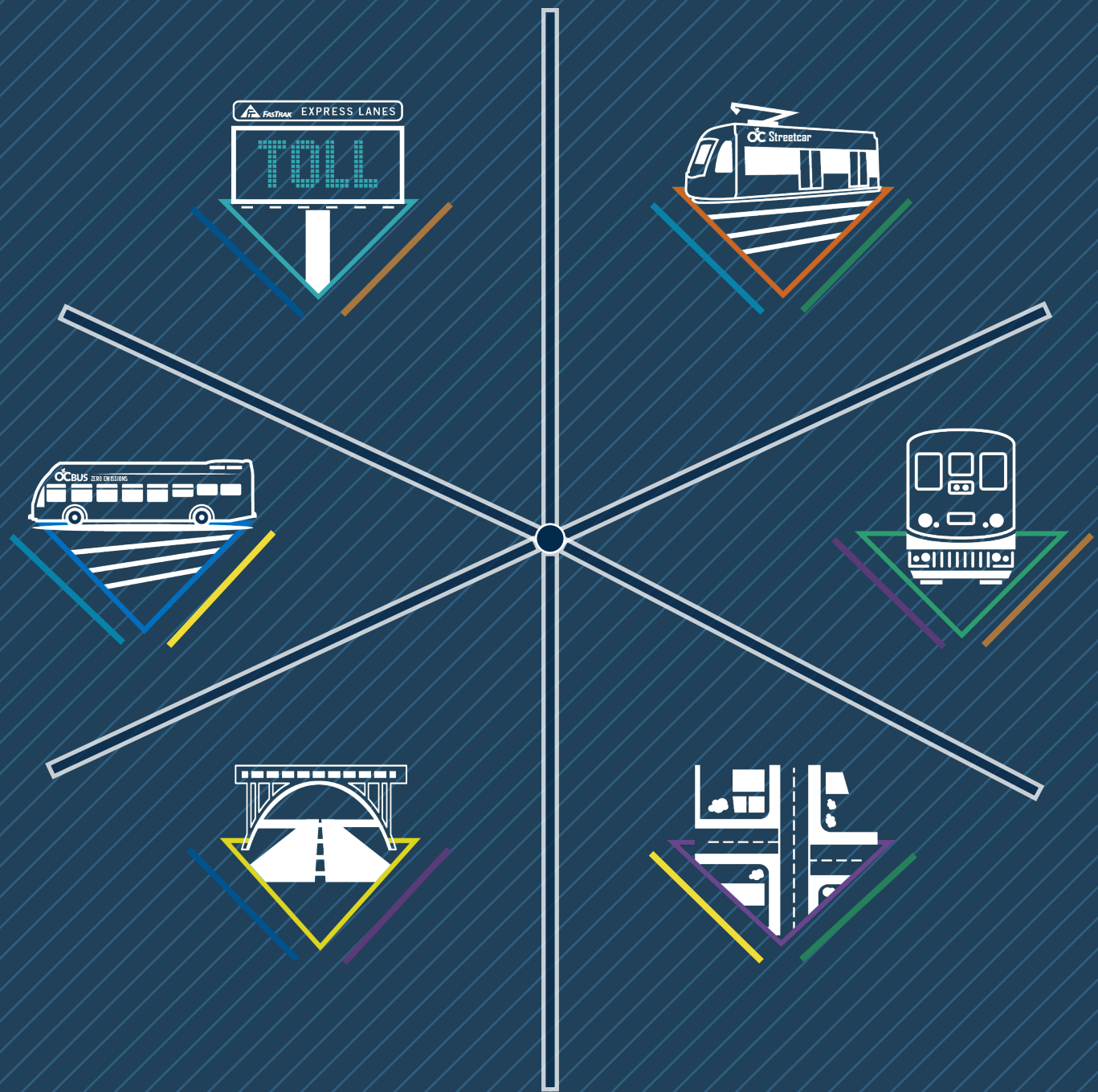


APPROVED BUDGET

FISCAL YEAR 2019-20





June 10, 2019

BOARD OF DIRECTORS

Tim Shaw
Chairman

Steve Jones
Vice Chairman

Lisa A. Bartlett
Director

Doug Chaffee
Director

Laurie Davies
Director

Barbara Delgleize
Director

Andrew Do
Director

Michael Hennessey
Director

Gene Hernandez
Director

Jose F. Moreno
Director

Joe Muller
Director

Mark A. Murphy
Director

Richard Murphy
Director

Miguel Pulido
Director

Michelle Steel
Director

Donald P. Wagner
Director

Gregory T. Winterbottom
Director

Ryan Chamberlain
Ex-Officio Member

CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

Chairman Tim Shaw 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) 2019-20 budget for OCTA. The FY 2019-20 budget is balanced at \$1.5 billion and commits the necessary resources to continue delivering on OCTA's promises to the residents of Orange County.

The budget incorporates the Board-adopted forecasting methodologies for both of the sales tax measures administered by OCTA. The Measure M2 (M2) Program, the ½ cent voter-approved sales tax for transportation improvements, is projected to grow by 2.5 percent. The Local Transportation Fund (LTF), the ¼ cent sales tax, which funds over 50 percent of the Bus Program's operating expenditures, is projected to grow by 2.1 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 \$366 million to help fund freeway improvement projects on Interstate 405, Interstate 5, State Route 55, State Route 57, and State Route 91. Approximately \$159 million is budgeted to improve streets and roads, including \$58 million to fund the Local Fair Share Program, \$57 million for the Regional Capacity Program, and \$34 million for Regional Traffic Signal Synchronization. In addition, the budget also includes \$49 million for ongoing construction of the OC Streetcar.

In FY 2019-20, the budget to support the Bus Program is \$605 million. The budget includes bus purchases of 299 40-foot buses, 116 22-foot buses, 12 iShuttle buses, and five 40-foot electric buses. It also includes efforts to continue OC Bus 360°, which aims to improve bus service and increase efficiency of the transit system. The budget maintains existing bus service levels at 1.6 million service hours and fares will remain the same for the seventh year in a row. In addition, the on-demand OC Flex microtransit service continues serving two zones with 23,000 service revenue hours.

The FY 2019-20 budget demonstrates OCTA's continued commitment to provide an effective, efficient, and innovative multi-modal transportation network to enhance quality of life and keep the residents and commuters of Orange County moving.

Sincerely,

Darrell E. Johnson
Chief Executive Officer

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

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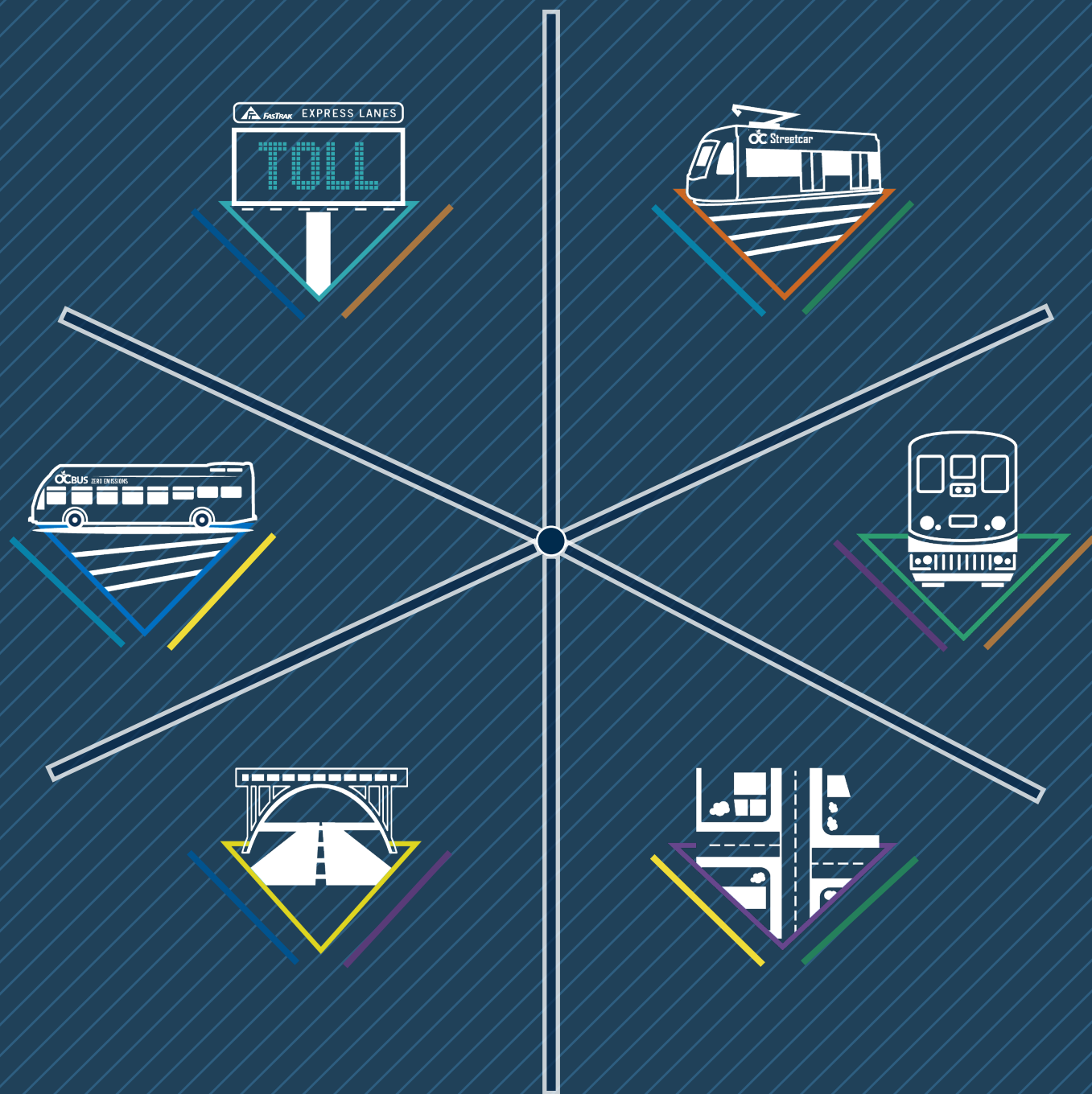
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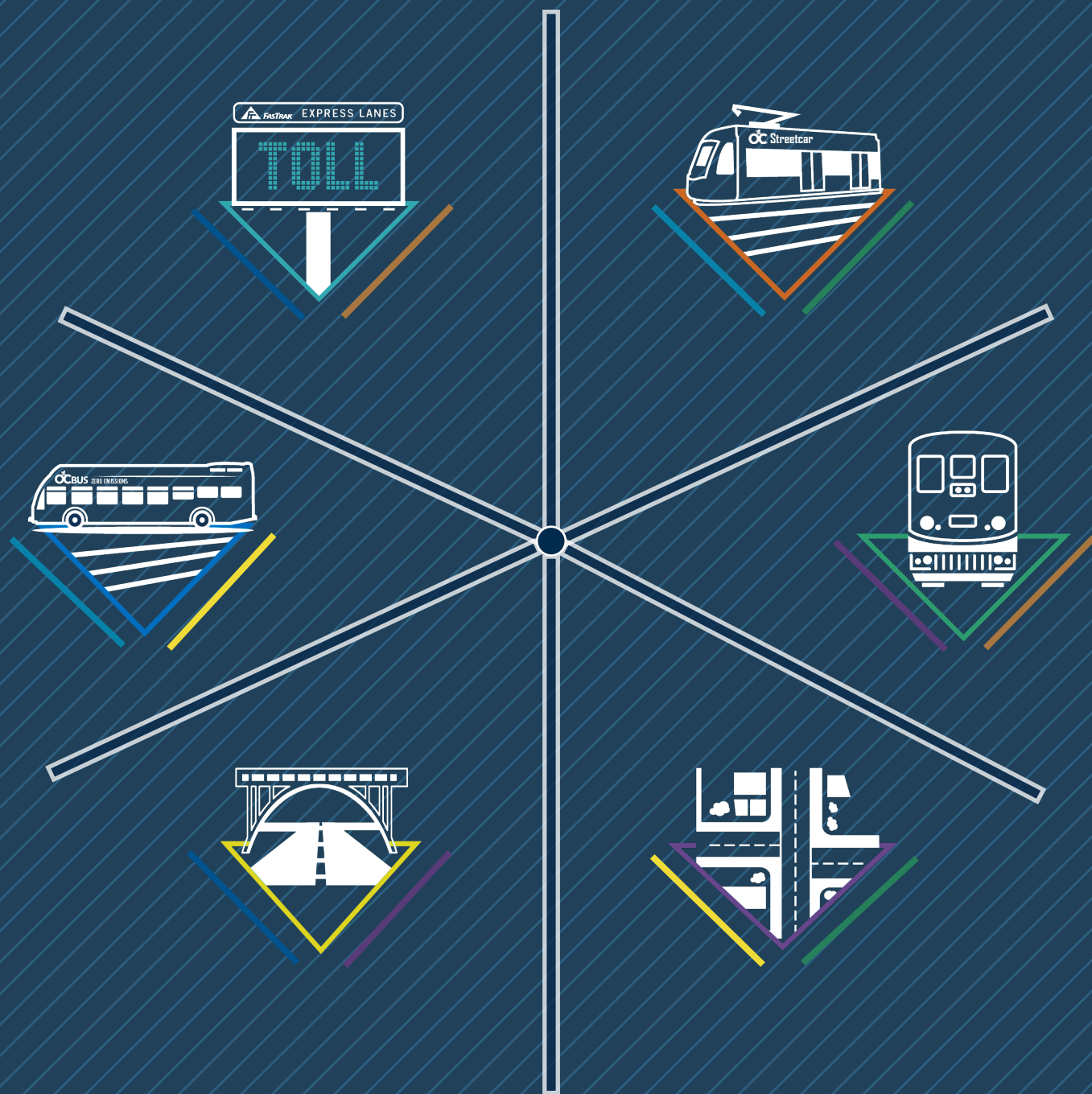
EXECUTIVE SUMMARY

FISCAL YEAR 2019-20



EXECUTIVE SUMMARY

FISCAL YEAR 2019-20





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.

2019 BOARD OF DIRECTORS

Tim Shaw
Chairman
City Member, 4th District



Steve Jones
Vice Chairman
City Member, 1st District



Lisa A. Bartlett
Director
Supervisor, 5th District



Doug Chaffee
Director
Supervisor, 4th District



Laurie Davies
Director
City Member, 5th District



Barbara Delgleize
Director
City Member, 2nd District



Andrew Do
Director
Supervisor, 1st District



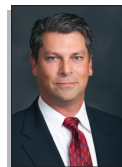
Michael Hennessey
Director
Public Member



Gene Hernandez
Director
City Member, 3rd District



Jose F. Moreno
Director
City Member, 4th District



Joe Muller
Director
City Member, 5th District



Mark A. Murphy
Director
City Member, 3rd District



Richard Murphy
Director
City Member, 2nd District



Miguel Pulido
Director
City Member, 1st District



Michelle Steel
Director
Supervisor, 2nd District



Gregory T. Winterbottom
Director
Public Member



Donald P. Wagner
Director
Supervisor, 3rd District

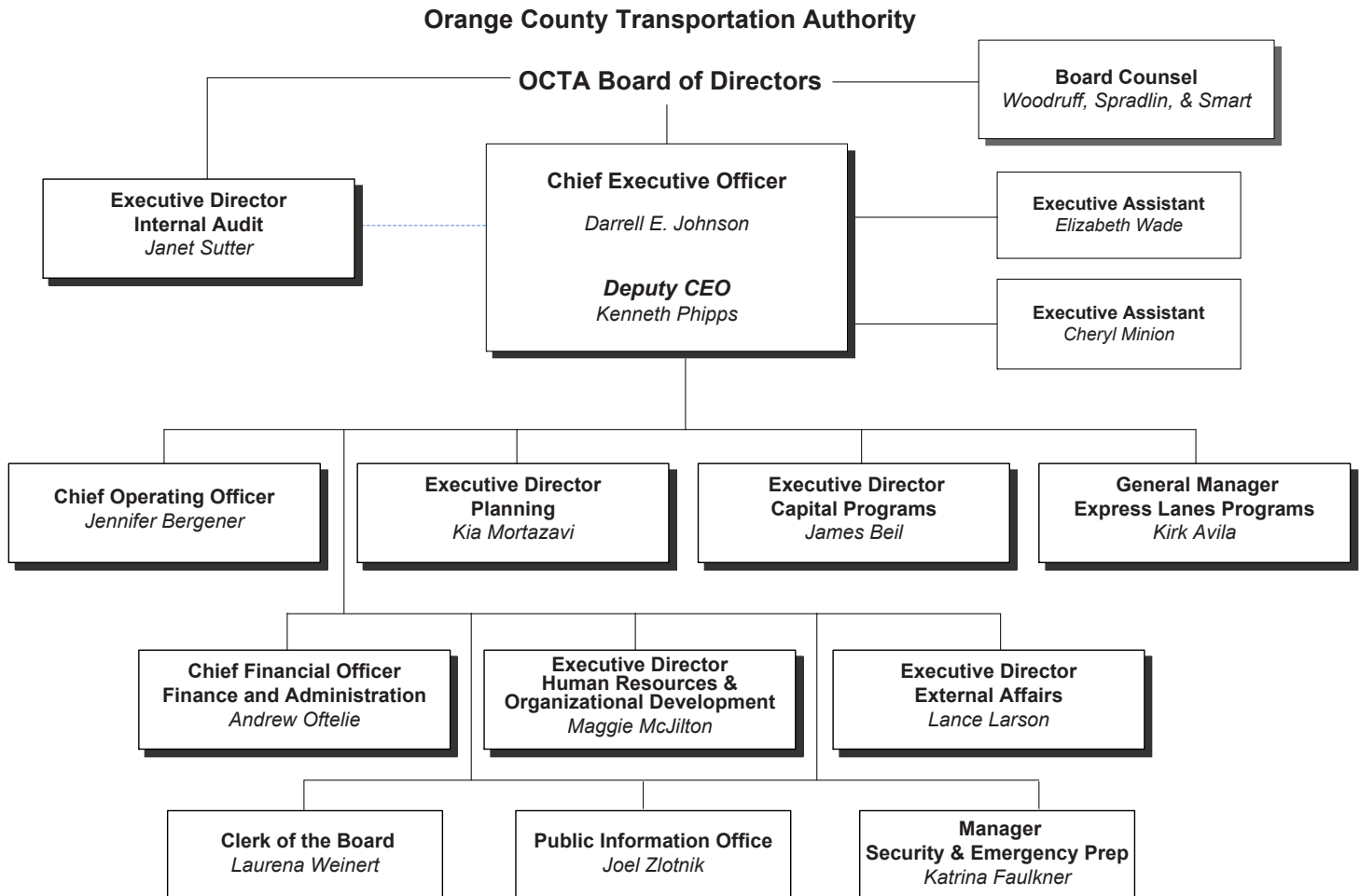


Ryan Chamberlain
Governor's Ex-Officio Member
Caltrans District 12
District Director



Executive Summary

Organizational Chart





Organization Profile

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 addresses Orange County’s many transportation needs. In Fiscal Year (FY) 2018-19, OCTA continued efforts with OC Bus 360°. OCTA improved the bus system, making it more efficient, cost effective, and user-friendly.

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 OCTA through 2026. By then, one-half of the 30-year plan will be finished.

Over \$40 million dollars was awarded in FY 2018-19 to cities to improve streets, intersections, and synchronize signals. The remaining OC Bridges grade separations were completed along Raymond Avenue and State College Boulevard in the city of Fullerton. In an effort to enhance transit, the OCTA Board approved a call for projects in the amount of \$12 million for community transit circulators through the use of Measure M2 (M2) dollars.

OC Streetcar is moving forward with significant progress. OCTA officially executed the contract for vehicle manufacturing and delivery of eight streetcars, in the amount of \$51.5 million. Subsequently, OCTA awarded the OC Streetcar construction contract, in the amount of \$220.5 million. Construction for the streetcar began on November 30, 2018. This day also marked the acceptance of the Full Funding Grant Agreement, which provides \$149 million in federal grants towards the funding of the program.

As efforts continued on major projects, including the Interstate 5 in South County, OCTA 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. On the 91 freeway, commuters have an easier ride due to the opening of a new lane on the westbound 91 freeway and the repaving of the 91 Express Lanes.





Strategic Plan Framework

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 describe the behaviors, attributes, principles, and beliefs that guide all OCTA staff. The Strategic Plan Goals and Board Strategic Initiatives are reflected in all of OCTA’s efforts.

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, respect, and provide friendly, 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.

Long-Range Transportation Plan

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

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.

The goals of the 2018 LRTP, *Designing Tomorrow*, are to assess the performance of the transportation system over a 20+ year horizon, and to identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while taking forecasted financial assumptions into account at the same time. The LRTP will provide both a financially constrained plan, which takes into account funding limitations, and an unconstrained plan, which contains a vast array of potential improvements should additional funding sources become available. The LRTP, which looks out to the year 2040, focuses on:

- Demographic changes and market forces, including projected population, and employment growth in the region
- The introduction of emerging technologies, including connected infrastructure, Transportation Network Companies, and autonomous and electric vehicles

BOARD STRATEGIC INITIATIVES 2019

1 DELIVER CAPITAL PROJECTS

- Continue reconstruction of I-405 bridges
- Begin I-5 construction between El Toro Road and SR-73
- Improve Anaheim Canyon Station

2 CHAMPION FISCAL RESPONSIBILITY

- Set priorities for 2020 State Transportation Improvement Program funds
- Award Measure M grants to improve local streets, synchronize signals and enhance water quality
- Support State and Federal Legislation in support of funding for transportation

3 DEVELOP STATE-OF-THE-ART REGIONAL TRANSPORTATION PLANS

- Prepare initial set of transit alternatives along the Bristol Street Corridor
- Initiate work on the South Orange County multimodal transportation plan
- Deliver Board updates on Measure M environmental programs, and innovative transportation strategies and technologies

4 STRENGTHEN REGIONAL PARTNERSHIPS

- Update the SR- 91 Implementation Plan with Riverside County Transportation Commission
- Work with LA Metro on intercounty transit connections study
- Collaborate with Caltrans on freeway improvements

5 IMPLEMENT OC BUS 360° VISION AND OFFER MODERN TRANSIT SOLUTIONS

- Launch Bravo! 529 service
- Award the OC Streetcar operations and maintenance contract
- Deploy hydrogen fuel cell buses

6 REINFORCE A CULTURE OF SAFETY

- Monitor pilot programs to enhance coach operator safety
- Ensure safety of the traveling public and employees through development of the Safety Management System
- Reinforce Safety value with ongoing employee training



- Influence from state and federal policies, including the need to meet challenging emission standards
- The unpredictability of transportation funding programs

In addition, because vacant land adjacent to freeways is scarce, there are few opportunities for significant freeway expansion beyond what is already planned through M2. Therefore, future transportation projects will focus on improving the efficiency of the existing system to accommodate the growing travel demand. Proposed solutions include enhancing mass transit, ridesharing, and utilizing managed lanes.

Comprehensive Business Plan

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

Transit Master Plan

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





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 3.2 million, making it the third most populous county in California and the sixth most populous in the United States. Based on OCTA's LRTP, Orange County's population is anticipated to grow by ten percent (about 311,000 residents) by 2040.

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

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

In 2006, OCTA requested and received voter approval for a 30-year extension of the 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 remains one of the nation's strongest state economies. California's non-farm job growth remained strong at 2.7 percent for 2018. The construction sector had the largest increase at 4.6 percent over the previous year.

Orange County has experienced relatively strong sales tax growth since the recession and the unemployment rate remains low at 2.7 percent in December 2018. Statewide unemployment was 4.2 percent in December 2018, which is 0.1 percentage points lower than the same period in 2017. National unemployment has fallen to 3.9 percent. Orange County continues to have unemployment levels below both the state and national levels.

Overall, Orange County added 39,100 jobs in 2018. The bulk of the new jobs added over the last year were in educational and health services which increased 6.1 percent. The professional and business service sector also saw a year-over-year increase of 4.2 percent.

The Orange County real estate market remained flat in total home sales volume in 2018. Median home prices in December 2018 decreased by .06% percent year-over-year to \$785,000.

The regional inflation rate has decreased from 3.6 percent to 3.2 percent over the last year. The price index for nationwide personal consumption expenditures, Federal Reserve's preferred measure of inflation, increased 1.8 percent from December 2017 to December 2018.

The estimated sales tax growth rate for FY 2019-20 is 2.5 percent for M2 based on the forecast provided by MuniServices, LLC. Sales tax for the M2 Program is estimated to be \$13.1 billion over the life of the measure as of November 2018. The sales tax forecasting methodology estimates OCTA's Local Transportation Fund (LTF) sales tax will grow by 2.1 percent in FY 2019-20.



Sources and Uses

In an effort to continue fiscal sustainability, OCTA has balanced the FY 2019-20 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 \$1,159.8 million in revenue and the planned use of prior year designations of \$365.4 million for a total of \$1,525.2 million. The following highlights each funding source within these categories.

Local Sources

It is anticipated that OCTA will receive \$377.3 million from local sources in FY 2019-20. Most of the local sources come from the one-half cent sales tax receipts collected under M2 (\$340.9 million). In FY 2019-20, OCTA anticipates growth of 2.5 percent based on the 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 assistance on a formula and competitive basis. OCTA anticipates receiving \$328.4 million from federal sources in FY 2019-20, which consist of \$86.7 million in operating assistance and \$241.7 million in capital assistance. It is anticipated \$216.9 million will be received in association with bus purchases, bus operations, preventive maintenance, and other transit program initiatives. In addition, the Rail Program includes \$19.2 million in federal assistance.

State Sources

It is expected that \$295.8 million will be received from state sources in FY 2019-20. The sources of state revenue include the one-quarter cent Transportation Development Act (TDA) sales tax (\$176.7 million) and the State Transit Assistance Fund (STAF) (\$46.8 million).

These revenue sources help fund the operations, administration, and capital expenditures of the bus program. In FY 2019-20, OCTA anticipates LTF will grow by 2.1 percent based on the forecast provided by MuniServices, LLC. STAF is forecasted by the California State Controller's office on an annual basis and incorporates the impact of Transportation Road Repair and Accountability Act (RRAA) in the amount of \$24.3 million for the Bus Program. OCTA will also receive \$9 million in RRAA for Freeway Service Patrol (FSP) and other discretionary projects.

State sources also include \$58.2 million in funding from State Highway Operation and Protection Program (SHOPP), State Transportation Improvement Program, and other discretionary funding sources. The State notifies OCTA of available grant funding based on bond sales, the State budget, etc. These funds will be used primarily for freeway projects, signal synchronization projects, rail improvement projects, and capital planning.

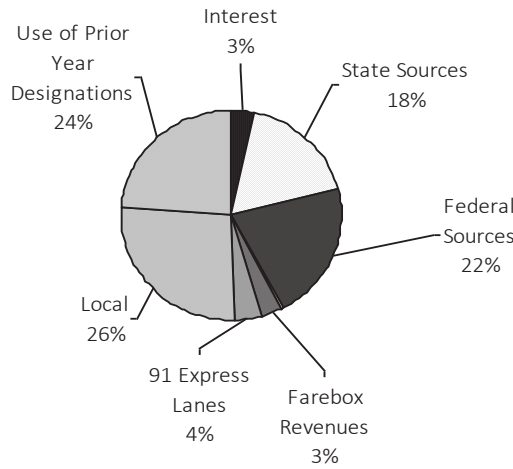
Farebox Revenue

Farebox Revenue is derived from passenger fares generated from fixed-route bus service and paratransit service, including senior and disabled fare subsidies. The farebox revenue represents one of the primary sources used by OCTA to offset

the costs of bus service. Farebox revenue is projected to be \$47.9 million in FY 2019-20 which consists of \$44.5 million in passenger fares and \$3.4 million in fare subsidies.

91 Express Lanes Revenue

In FY 2019-20, OCTA will conservatively use 95 percent of the revenue forecast. It is anticipated that 91 Express Lanes toll revenues will reach \$54.4 million. Non-toll revenues are expected to reach \$6.1 million resulting in 91 Express Lanes total revenues in the amount of \$60.5 million.





Interest Income

OCTA’s Treasury Department projects that OCTA will earn \$49.9 million in interest income on its investment portfolio in FY 2019-20. The funds that generate the largest interest earnings are the M2 and Orange County Transit District (OCTD) funds. Interest earnings are projected at a conservative rate of 2 percent. Interest income also includes funds that are anticipated to be received from the Internal Revenue Service for the Build America Bonds debt.

Planned Use of Prior Year Designations

In prior years, OCTA has set aside revenue, known as designations, for future capital and program requirements. OCTA will utilize \$365.4 million of prior year designations in FY 2019-20. A draw on M2 prior year designations of \$144.7 million is planned to fund freeway projects such as the SR-55 improvement project. Prior year designations of \$76.4 million will be utilized from the OCTD to support bus purchases. The 405 Express Lanes will utilize \$63.5 million for contributions to the development of the 405 Express Lanes project. The 91 Express Lanes will utilize \$50.1 million for contributions to the SR-91 improvement project (M2 Projects I and J) and Placentia Metrolink Station. Prior year designations of \$29.6 million will be utilized from the Commuter Rail Fund to support Metrolink operations and capital improvements.

Uses of Funds

The expenditures projected for FY 2019-20 are expected to reach \$1,442.5 million, with \$82.7 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 2019-20 is \$543.5 million with \$169.7 million related to contributions to other agencies

including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, and the Regional Traffic Signal Synchronization program. Contract transportation is budgeted for \$104.1 million.

Capital and Fixed Assets

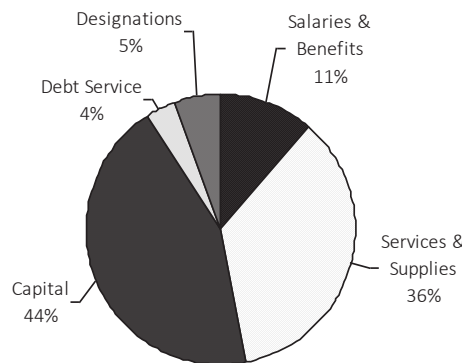
This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), which includes freeway and capital construction projects, and right-of-way acquisitions totaling \$667.8 million. Most of the capital investments will be made in freeways projects, bus purchases, and station improvements.

Salaries and Benefits

This category includes the cost for salaries and employee benefits budgeted at \$172.4 million. This represents a 3.9 percent increase from the FY 2018-19 budget. Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) salaries and employee benefits account for 2.7 million of total salaries and employee benefits.

Debt Service

Debt service requirements for FY 2019-20 will be \$59 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 \$44.1 million, 405 Express Lanes Fund \$10.2 million, and 91 Express Lanes Fund \$4.7 million in principal and interest expense.



Designation of Funds

Funds in this category are set-aside for future use. FY 2019-20 has \$82.7 million in designations, of which \$53.6 million will be designated for future bus program capital expenditures. Toll revenue in the amount of \$28.2 million will be set aside for the future improvements along the 91 corridor.

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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 2019-20 budget.

External Sources and Uses Summary			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
5100 Passenger Fares	44,968,365	47,986,216	44,457,235
5500 91 Express Lanes Revenue	57,863,026	57,689,058	60,515,587
6010 State Transit Assistance	0	0	4,531,990
6020 State Assistance	52,597,639	23,646,921	28,885,602
6030 Federal Operating Assistance Grants	78,593,707	161,744,309	86,698,961
6040 Federal Capital Assistance Grants	42,343,335	145,266,390	241,710,174
6050 Reimbursement from Other Agencies	28,146,545	22,669,581	26,840,793
6100 Property Taxes	15,994,605	16,084,783	16,567,326
6101 Taxes	513,256,916	546,963,532	578,476,481
6103 DMV Fees	2,940,569	2,959,471	2,960,000
6110 License Fees	311,803	40,262	201,891
6200 Interest Income	16,322,162	25,365,887	49,936,148
6300 Other Non-operating Revenue	16,502,780	14,065,561	14,367,804
6550 Proceeds Sale of Capital Asset	9,002,203	3,611,249	3,609,406
Subtotal Revenues	\$ 878,843,655	\$ 1,068,093,220	\$ 1,159,759,398
Use of Prior Year Designations	104,349,746	237,767,691	365,435,055
Total Sources	\$ 983,193,401	\$ 1,305,860,911	\$ 1,525,194,453
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7100 Salaries and Benefits	151,840,820	166,035,931	172,352,540
7300 Purchased Transportation Services	94,049,743	100,848,853	104,136,407
7500 Professional Services	153,572,416	184,582,471	223,257,898
7540 Insurance Claims/Premiums	8,798,513	10,920,500	8,656,413
7600 General and Administrative	12,882,994	14,535,462	16,115,395
7700 Maintenance Parts and Fuel	14,081,640	17,269,185	21,546,791
7800 Contributions to Other Agencies	116,206,668	189,949,067	169,677,016
8111 Interest Expense	27,874,543	45,342,174	50,490,314
8112 Principal Payment On Long Term Debt	7,775,000	11,278,946	8,530,000
9000 Capital Expenditures	135,701,395	484,820,422	667,775,353
Subtotal Expenses	\$ 722,783,732	\$ 1,225,583,011	\$ 1,442,538,127
Designations	260,409,669	80,277,900	82,656,326
Total Uses	\$ 983,193,401	\$ 1,305,860,911	\$ 1,525,194,453



Financial Reports

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

Use of Designations Detail			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
91 Express Lanes	0	14,521,100	50,100,000
Bus Capital	0	9,694,320	76,404,371
Bus Operations	801,466	2,382,738	0
Freeways	0	68,967,523	144,773,618
I-405 Express Lanes	43,322,732	0	63,456,575
M2 Debt Service	0	6,726,448	0
OC Streetcar	0	42,606,607	0
OCTAP	131,877	87,549	0
PL/PD Actuarial	0	5,289,165	0
Rail Capital	59,138,204	15,194,910	7,689,391
Rail Operations	0	27,597,331	21,903,947
SAFE	955,447	0	604,153
Scholarships	20	0	0
Streets and Roads	0	44,700,000	0
Use of Reserves for M1	0	0	503,000
Total Use of Prior Year Designations	\$ 104,349,746	\$ 237,767,691	\$ 365,435,055

Designations Detail

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
ARBA Contributions	881,566	1,748,644	733,643
Bus Capital	1,899,547	0	0
Designations towards GF	7,611,885	0	0
Designations for OCTAP	0	0	40,876
Designations for OC Streetcar	3,542,936	0	0
Designation for SAFE Service/Capital	0	335,116	0
Designation for OCUTT	98,835	100,502	35,343
Designation for M2 Projects	143,927,226	0	0
Designated for Future SR-91 Projects	22,654,047	26,893,642	28,229,932
Fixed Asset Reserve	62,824,734	45,910,831	53,616,532
M2 Bond Excess	9,473,605	0	0
Personal Liability & Property Damage	1,112,122	5,289,165	0
Rail Capital	5,899,192	0	0
SAAV Balance	34	0	0
WC Designation	483,940	0	0
Total Designations	\$ 260,409,669	\$ 80,277,900	\$ 82,656,326





Financial Reports

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

External Fund Level Summary - Sources			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
405 Express Lanes	43,235,231	73,934,490	65,533,905
91 Express Lanes	60,083,761	75,549,672	116,225,698
APTA	0	5,000	0
ARBA Trust Fund	2,110,517	2,779,877	1,977,029
Commuter and Urban Rail Endowment	5,995,988	0	0
Commuter Rail	62,989,198	75,736,036	62,375,004
General Fund	8,080,107	12,409,101	17,589,562
Internal Service Fund-PL and PD	1,122,217	5,768,817	544,956
Internal Service Fund-Workers' Compensation	590,565	1,037,088	1,169,769
Local Transportation Authority Measure M2	403,845,601	526,450,356	621,728,854
Local Transportation Fund	165,263,469	170,913,798	176,718,824
Measure M2 Bond Debt Service	6,608,605	13,452,896	6,010,227
Orange County Taxi Administration Program	612,966	282,215	442,757
Orange County Transit District	176,132,022	161,006,267	383,162,390
Orange County Unified Transportation Trust	113,562	207,480	153,434
Scholarship Fund	14,618	13,245	13,617
Service Authority for Abandoned Vehicles	39	0	0
Service Authority for Freeway Emergencies	6,455,527	6,963,776	8,228,035
State Transit Assistance Fund	32,838,011	35,612,214	46,780,707
Transit Development Capital Project	7,101,397	143,738,583	16,539,685
Total Authority	\$ 983,193,401	\$ 1,305,860,911	\$ 1,525,194,453





External Fund Level Summary - Uses

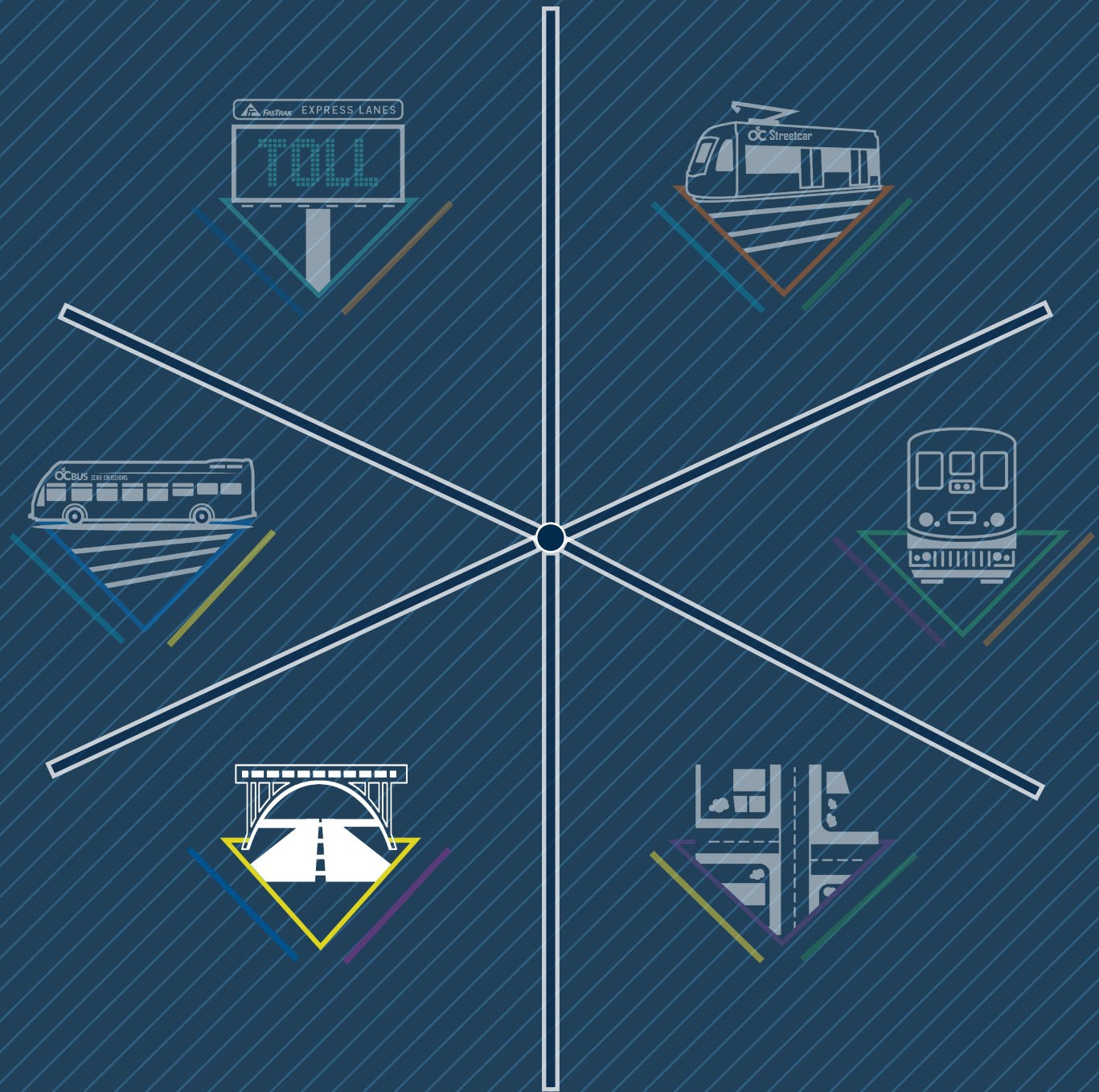
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
405 Express Lanes	42,197,361	71,914,440	62,227,964
91 Express Lanes	56,468,506	58,272,684	62,675,812
APTA	21,358	5,000	45,000
ARBA Trust Fund	2,110,517	2,779,877	1,977,029
Commuter and Urban Rail Endowment	5,908,644	0	0
Commuter Rail	57,209,262	96,959,161	83,788,858
General Fund	79,858,572	91,812,574	100,531,204
Internal Service Fund-PL and PD	5,063,453	10,438,853	3,750,613
Internal Service Fund-Workers' Compensation	6,420,807	6,764,878	6,180,478
Local Transportation Authority Measure M2	347,323,558	413,919,268	547,935,440
Local Transportation Fund	4,393,496	4,608,398	4,740,199
Measure M2 Bond Debt Service	38,267,193	44,364,570	44,123,080
OC Streetcar	0	59,052	27,440
Orange County Taxi Administration Program	379,666	152,240	199,801
Orange County Transit District	320,334,993	311,857,477	549,754,337
Orange County Unified Transportation Trust	113,562	207,480	153,434
Scholarship Fund	14,618	13,245	13,617
Service Authority for Abandoned Vehicles	39	0	0
Service Authority for Freeway Emergencies	5,579,976	7,480,383	8,310,677
State Transit Assistance Fund	1,900,706	0	0
Transit Development Capital Project	9,627,114	184,251,331	48,759,470
Total Authority	\$ 983,193,401	\$ 1,305,860,911	\$ 1,525,194,453



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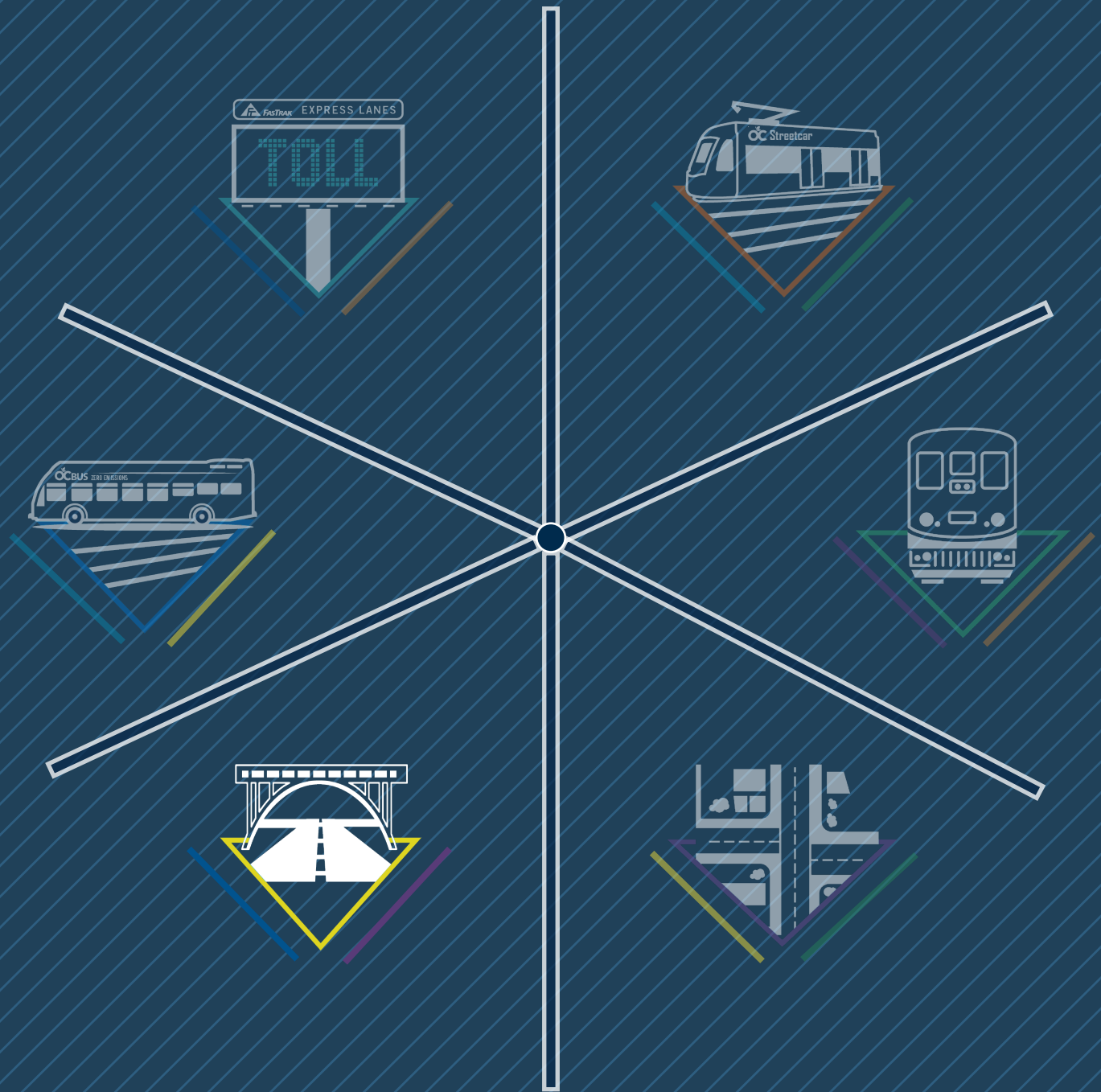
MEASURE M2

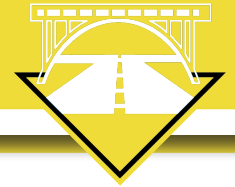
FISCAL YEAR 2019-20



MEASURE M2

FISCAL YEAR 2019-20





Measure M2 Program

Description

On November 7, 2006, the voters of Orange County chose to extend the Measure M1 half cent sales tax for another 30 years from 2011 through 2041. Measure M2 (M2), administered by the Orange County Transportation Authority (OCTA), will generate billions of dollars to improve transportation in Orange County. M2 is designed to reduce traffic congestion and enhance overall mobility. Improvements in the plan include improving key freeways, upgrading major interchanges, and adding capacity and maintaining streets and roads. M2 allocates 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects.

M2 Program Planning

Next 10 Plan

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, projected sales tax revenue has dropped by \$10.8 billion and is now projected at \$13.1 billion.

On September 10, 2018, the 2018 Updated Next 10 Plan was approved by the Board, reflecting new cash flows, schedule, and project information. This comprehensive plan reviewed priorities and funding commitments over a ten-year period (2017-2026) to ensure that promises made in the M2 Investment Plan can continue to be delivered despite changing economic and revenue shortfall impacts. While the 2018 Updated Next 10 Plan incorporates the lower M2 sales tax revenue forecast, OCTA has been fortunate in capturing an additional \$292 million in external state and federal funding that was not committed in the 2017 Next 10 Update. This review in 2018 confirmed that the Next 10 Plan remains deliverable.

Freeway Program

Description

The largest component of the overall M2 Program is the Freeway Program. It receives 43 percent of the net sales tax revenue. In the approved 2018 Updated Next

10 Plan, \$4.3 billion in freeway projects are scheduled to be delivered. The Interstate (I-405) Improvement Project, which at \$1.9 billion in estimated cost, will be the largest capital project that OCTA has delivered in its history. This project, slated to open in 2023, is concurrently under final design and construction. Another major freeway project that OCTA has been working on is the \$230 million Interstate 5 (I-5) high-occupancy vehicle (HOV) project in south Orange County. Completed in early 2018, this project added a carpool lane in both directions on I-5 between Avenida Pico and San

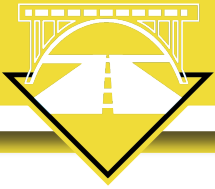
Accomplishments in FY 2018-19

Began construction in earnest on the I-405 Improvement Project (Project K), the largest project within the M2 Freeway Program. K-rails have been installed to protect construction crews, lanes have been restriped to accommodate the working areas, and some bridges have been demolished to make way for newer, wider bridge overcrossings.

Held a successful bond offering for approximately \$400 million in revenue to support the continued costs of Measure M2 Project K.

Began construction on the I-5 project between State Route 55 (SR-55) and State Route 57 (SR-57) (Project A) to improve traffic flow in this portion of the Interstate 5 (I-5) freeway. Caltrans is the lead agency for the project and is working with OCTA to complete this important segment of central Orange County mobility.

Executed a \$133 million cooperative agreement with California Department of Transportation (Caltrans) for construction and construction management on the first of three segments of the I-5, State Route 73 (SR-73) to Oso Parkway in south Orange County. The total project includes one new northbound and southbound general purpose lane, and reconstruction of the Avery Parkway interchange. Additional capacity and operational improvements include re-establishing existing auxiliary lanes and modifying on- and off-ramps.



Measure M2 Program

Juan Creek Road, reconstructed the Avenida Pico interchange, and enhanced on- and off-ramps along the project limits. Completed freeway projects like the I-5 HOV project are a testament to the purpose of the M2 Program, which is to reduce traffic congestion and enhance overall mobility.

Within the Freeway Program, the Environmental Mitigation Program (EMP) is designed to address biological impacts from the M2 freeway projects and is achieved through a comprehensive mitigation effort in exchange for streamlined approval by state and federal agencies of the M2 freeway projects. OCTA contributes approximately \$2.9 million annually into an endowment fund for long-term management of seven OCTA Preserves, areas of protected land in Orange County. The M2 Environmental Cleanup Program helps improve overall water quality in Orange County from

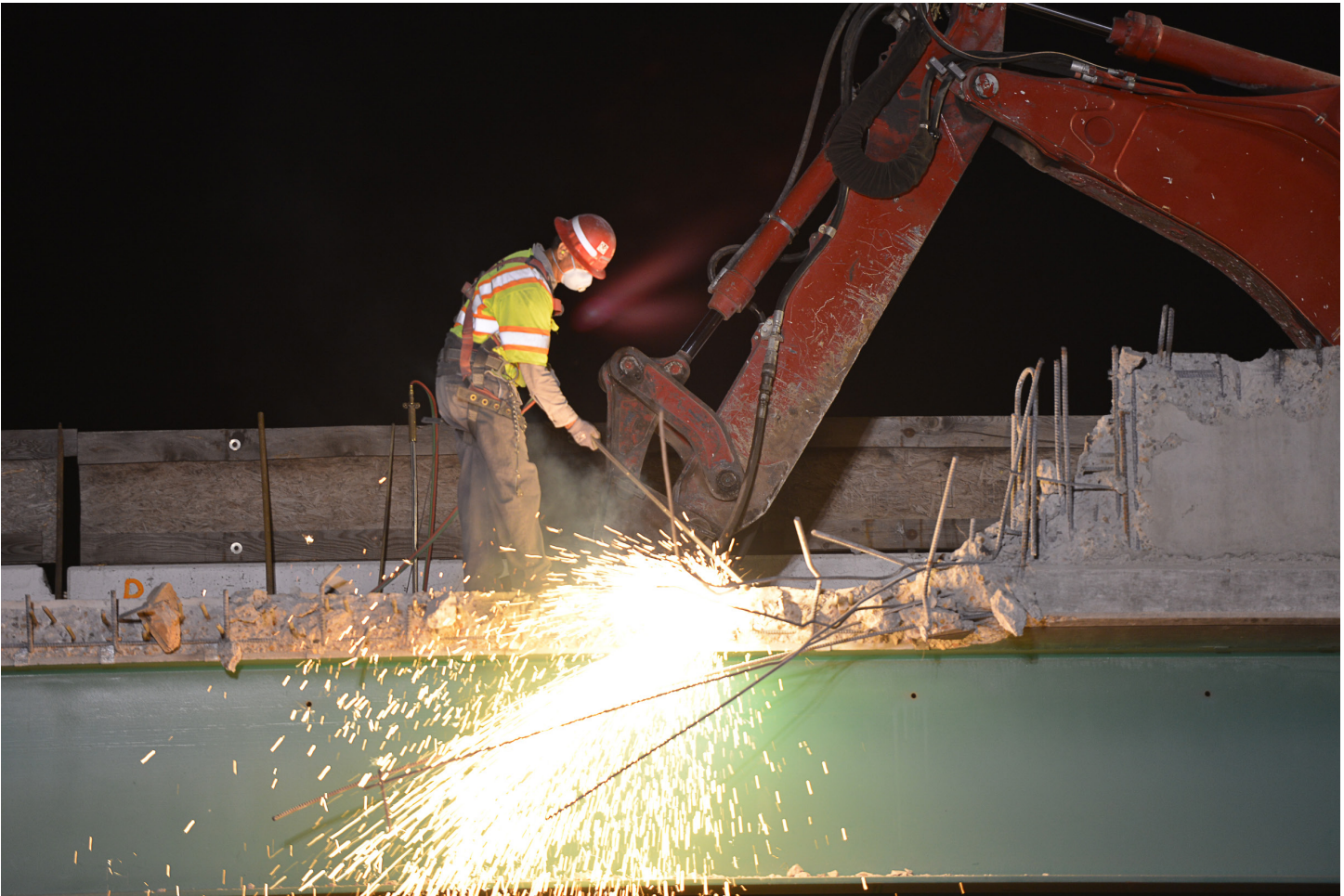
transportation-generated pollution. Program funds are allocated on a countywide competitive basis to assist jurisdictions in meeting the Clean Water Act's goals of controlling transportation-generated pollution.

Goals in FY 2019-20

In FY 2019-20, the Freeway Program will continue construction on the I-405 Improvement Project. One of the centerpieces of the updated Next 10 Plan Freeway Program, the project improvements include adding a general purpose lane in each direction of the I-405 Freeway from Euclid Street to the Interstate 605 (I-605) Interchange (Project K) and adding an additional lane in each direction that will combine with the existing HOV lane to provide dual tolled express lanes in each direction on the I-405 from SR-73 to I-605. The project is anticipated to be completed in the summer of 2023.

Freeway Program	
Project	FY 2019-20 Budget
I-405, SR-73 to I-605 (Project K)	133,277,000
I-5, Santa Ana Freeway (Project C)	93,171,287
SR-55, Costa Mesa Freeway (Project F)	88,422,069
SR-91, SR-55 to SR-57 (Project I)	35,810,000
Freeway Environmental Mitigation	5,692,150
I-5, Pico to San Diego County Line	5,500,000
I-5, SR-55 to SR-57 (Project A)	2,425,000
SR-91, SR-241 to SR-71 (Project J)	600,000
SR-57, Orange Freeway (Project G)	582,000
I-5, I-405 to SR-55 (Project B)	558,000
SR-91, I-5 to SR-57 (Project H)	285,000
I-5, Santa Ana Freeway Interchange Improvements (Project D)	69,000
I-405, I-5 to SR-55 (Project L)	30,000
Freeway Program Total	\$ 366,421,506





Another goal is to complete design plans on the SR-55 project from I-405 to I-5 (Project F). This project will add one general purpose lane and one additional HOV lane in each direction of the freeway segment. Extensive right-of-way efforts will be undertaken this upcoming year as well. Construction is anticipated to begin in fall of 2021.

Additionally, OCTA will procure a design and engineering consultant for the State Route 91 (SR-91), SR-55 to SR-57 (Project I). The project is anticipated to widen the SR-91 in the westbound direction, add auxiliary lanes in some sections, and improve interchanges in the cities of Anaheim and Fullerton.

Another goal is to begin construction on the I-5 project between SR-55 and SR-57 (Project A) to improve traffic flow in this portion of the I-5 Freeway. The project will

add one HOV lane throughout the section, and remove concrete barriers between the HOV and general purpose lanes to create continuous access in the segment.

The Freeway Program also looks to begin construction on the first segment of the I-5 project from SR-73 to El Toro Road (Projects C and D). The total project includes one new northbound and southbound general purpose lane, and reconstruction of the Avery Parkway interchange. Additional capacity and operational improvements include re-establishing existing auxiliary lanes and modifying on- and off-ramps.



Measure M2 Program



Streets and Roads Program

Description

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

Goals in FY 2019-20

The Streets and Roads Program aims to provide \$57.2 million to local agencies under Project O to fund additional road improvements throughout Orange County, and \$33.5 million to local agencies under Project P to fund additional signal synchronization projects.

Also, OCTA looks to continue its successful track record of allocating money to local agencies to repair aging local streets and roads under Project Q, in an amount of \$57.7 million in FY 2019-20.

Accomplishments in FY 2018-19

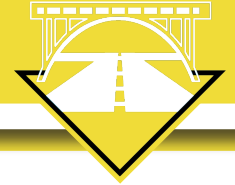
The last remaining OC Bridges railroad grade separation projects within the Regional Capacity Program (Project O), along Raymond Avenue and State College Boulevard in Fullerton, opened to the public. These are the final two of seven total grade separation projects under Project O.

Project O also enabled OCTA to release the 2019 Call for Projects for \$32 million. This funding is available to local agencies to fund additional road improvements throughout Orange County. Since 2011, 135 projects totaling more than \$263 million have been awarded by OCTA.

OCTA released the RTSSP 2019 Call for Projects, making approximately \$8 million available for signal synchronization projects. To date, OCTA and local agencies have synchronized more than 2,300 intersections along more than 600 miles of streets improving travel times and reducing delays in local commutes.

Streets and Roads Program

Project	FY 2019-20 Budget
Local Fair Share (Project Q)	57,978,065
Regional Capacity Program (Project O)	57,184,300
Regional Traffic Signal Synchronization (Project P)	33,501,554
Clean-up Highway/Street Runoff (Project X)	10,088,400
OC Bridges (Project O)	250,000
Streets and Roads Program Total	\$ 159,002,319



M2 Transit Program

Description

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

Goals in FY 2019-20

Through Metrolink Service Expansion (Project R), OCTA continues to allocate M2 Funds to support the Rail Program in Orange County.

Through Transit Extensions to Metrolink (Project S), continue construction on the OC Streetcar project, Orange County's first modern streetcar project between the cities of Santa Ana and Garden Grove.

Through community based transit/circulators program (Project V), continue to allocate M2 funds and facilitate successful community transit/circulators to offer expanded service to transit riders of Orange County.

OCTA looks forward to continuing the Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) which provides funds to support mobility options for this demographic. In FY 2019-20, this program will allocate 3.47 percent of M2 sales tax revenues to over 35 cities and agencies to provide services and stabilize transit fares.

Accomplishments in FY 2018-19

After successful execution of a federal full-funding grant agreement for \$149 million, a construction contract was awarded for the OC Streetcar Project in the amount of \$221 million.

Through the community based transit/circulators program (Project V), the Board approved a 2018 Call for Projects in the amount of \$12 million to be available for local agencies to implement city-led seasonal and special event service.



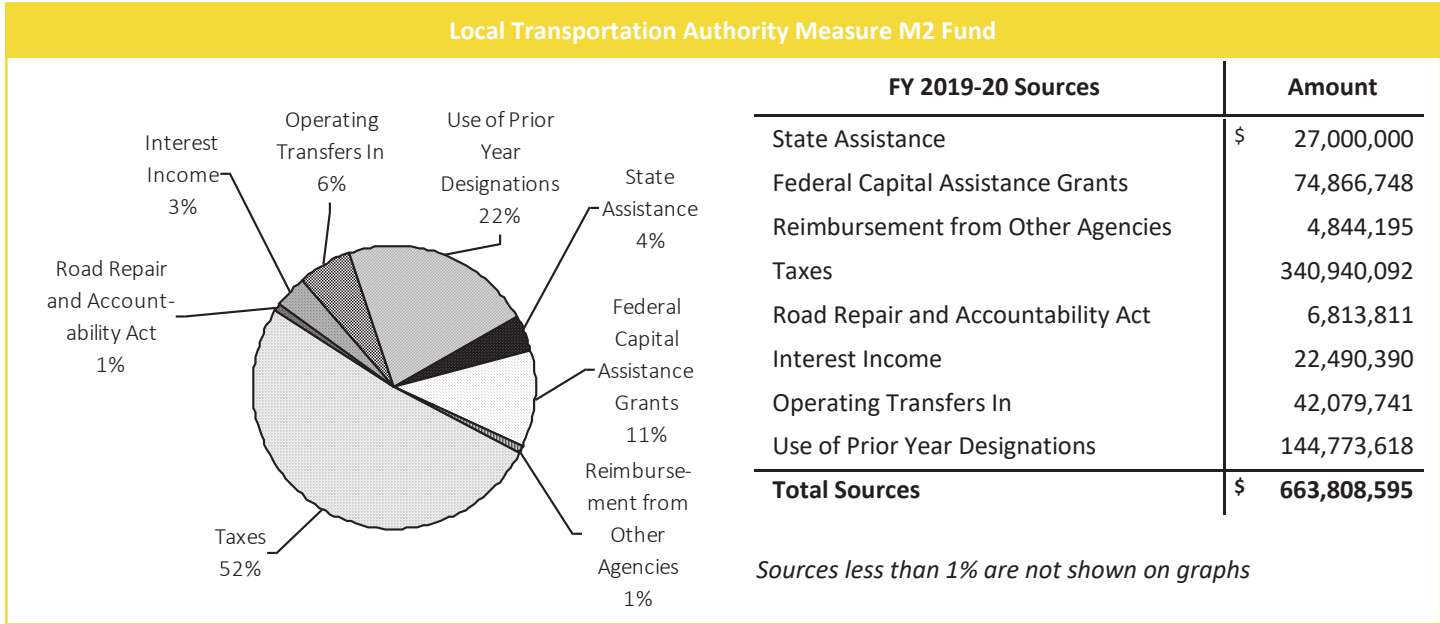
M2 Transit Program

Project	FY 2019-20 Budget
Senior Mobility and Non-Emergency Medical Programs (Project U)	6,584,158
Community Based Transit Circulator (Project V)	5,756,770
Safe Transit Stops (Project W)	4,000,000
Rail Project Support (Project R)	2,523,000
iShuttle Operations	2,451,209
Transit Extensions to Metrolink (Project S)	455,000
M2 Transit Program Total	\$ 21,770,137



Measure M2 Program

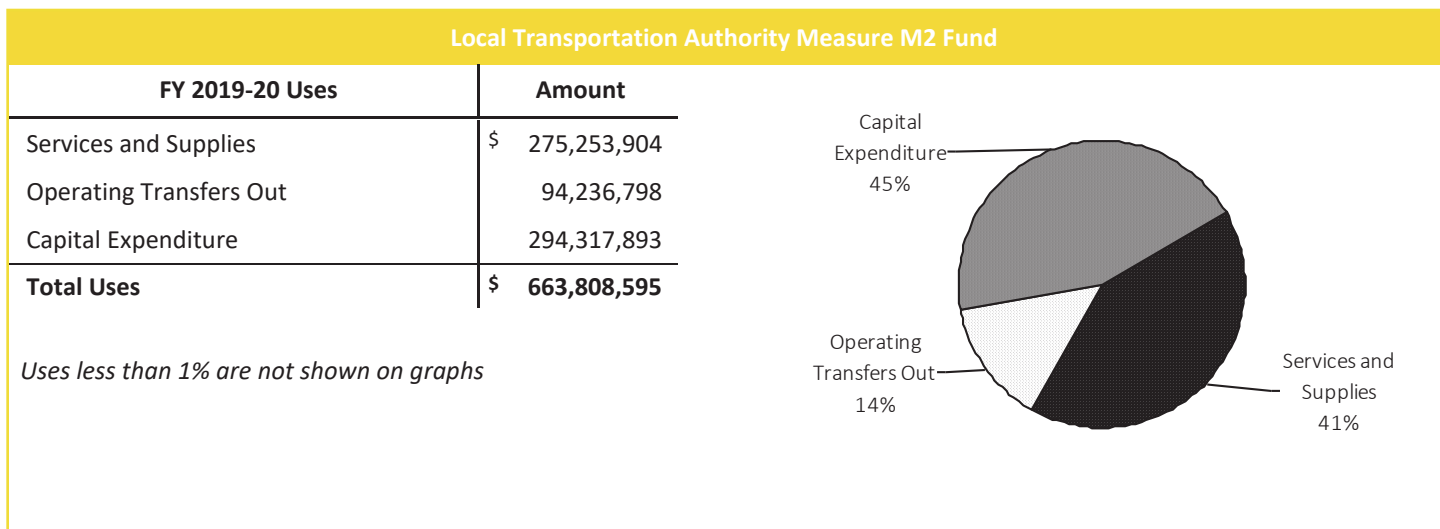
M2 Program Funds



Local Transportation Authority (LTA) M2 Fund

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

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





Local Transportation Authority Measure M2 Sources & Uses

Sources Summary

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6020 State Assistance	50,009,898	5,080,000	27,000,000
6030 Federal Operating Assistance Grants	5,288,703	1,400,000	0
6040 Federal Capital Assistance Grants	19,812,234	5,293,143	74,866,748
6050 Reimbursement from Other Agencies	2,847,082	4,607,131	4,844,195
6101 Taxes	315,973,525	332,169,783	340,940,092
6107 Road Repair and Accountability Act	0	6,845,495	6,813,811
6200 Interest Income	4,513,363	5,714,174	22,490,390
6300 Other Non-operating Revenue	3,941	0	0
6500 Operating Transfers In	1,218,854	6,947,548	42,079,741
6550 Proceeds Sale of Capital Asset	5,396,855	0	0
Subtotal Revenues	\$ 405,064,455	\$ 368,057,274	\$ 519,034,977
Use of Prior Year Designations	0	165,340,630	144,773,618
Total Sources	\$ 405,064,455	\$ 533,397,904	\$ 663,808,595

Uses Summary

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	17,391,489	20,720,569	21,636,357
7500 Professional Services	46,226,963	72,858,817	95,255,254
7600 General and Administrative	87,195	246,371	1,199,561
7800 Contributions to Other Agencies	106,464,702	173,121,238	157,162,732
8111 Interest Expense	40,026	0	0
8200 Operating Transfers Out	40,327,387	98,758,067	94,236,798
9000 Capital Expenditures	50,577,446	167,692,842	294,317,893
Subtotal Expenses	\$ 261,115,208	\$ 533,397,904	\$ 663,808,595
Designations	143,927,226	0	0
Total Uses	\$ 405,042,434	\$ 533,397,904	\$ 663,808,595





Measure M2 Program

M2 Program Funds, continued

M2 Bond Debt Service Fund

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund. This fund also accounts for the federal government payment to OCTA of a 35 percent subsidy that offsets interest expense for taxable Build America Bonds.

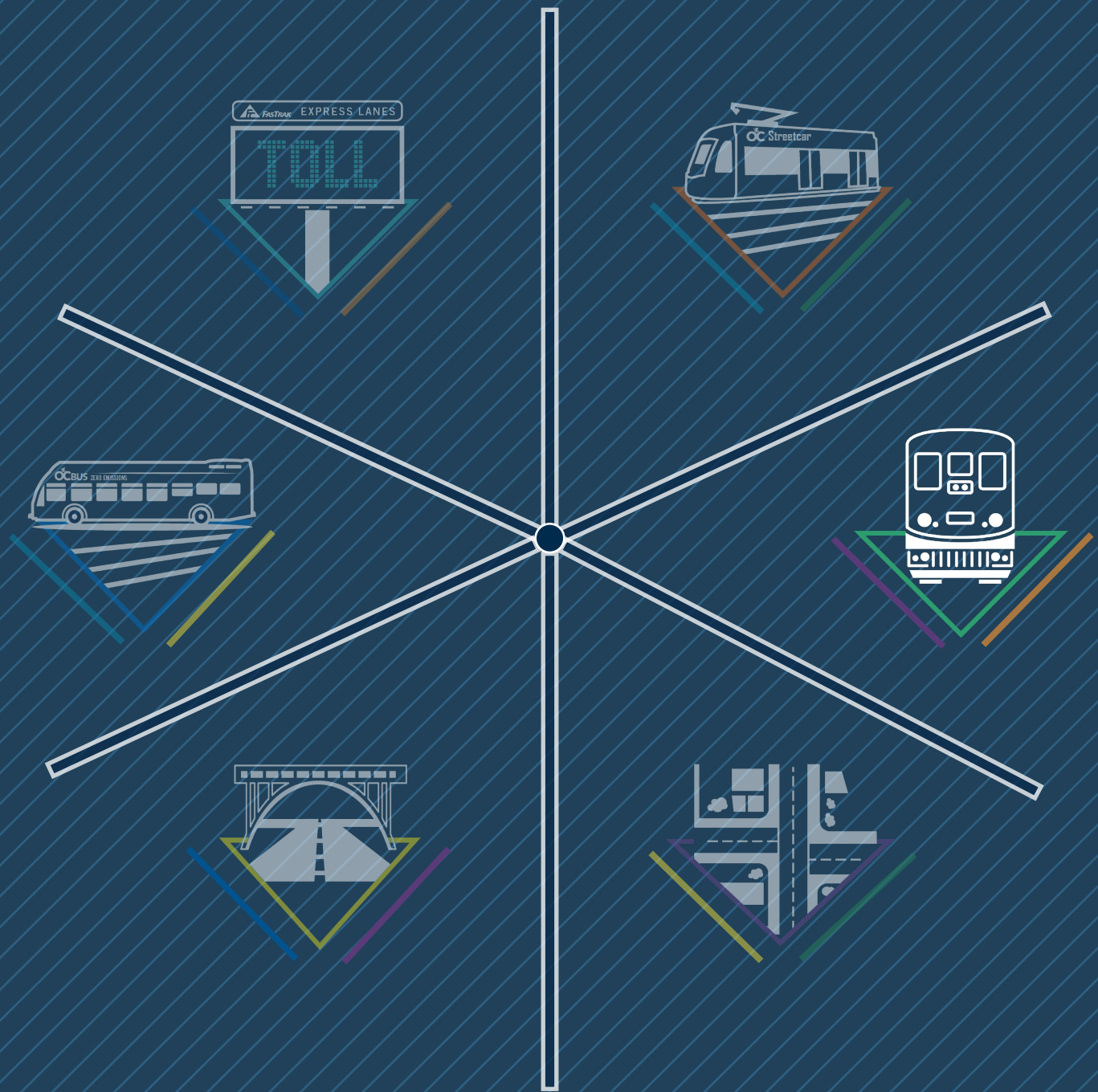
Measure M2 Bond Debt Service Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6200 Interest Income	6,608,605	6,726,448	6,010,227
6500 Operating Transfers In	31,658,588	37,638,122	43,782,594
Subtotal Revenues	\$ 38,267,193	\$ 44,364,570	\$ 49,792,821
Use of Prior Year Designations	0	6,726,448	0
Total Sources	\$ 38,267,193	\$ 51,091,018	\$ 49,792,821
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
8111 Interest Expense	21,018,588	33,085,624	35,593,080
8112 Principal Payment On Long Term Debt	7,775,000	11,278,946	8,530,000
8200 Operating Transfers Out	0	6,726,448	5,669,741
Subtotal Expenses	\$ 28,793,588	\$ 51,091,018	\$ 49,792,821
Designations	9,473,605	0	0
Total Uses	\$ 38,267,193	\$ 51,091,018	\$ 49,792,821

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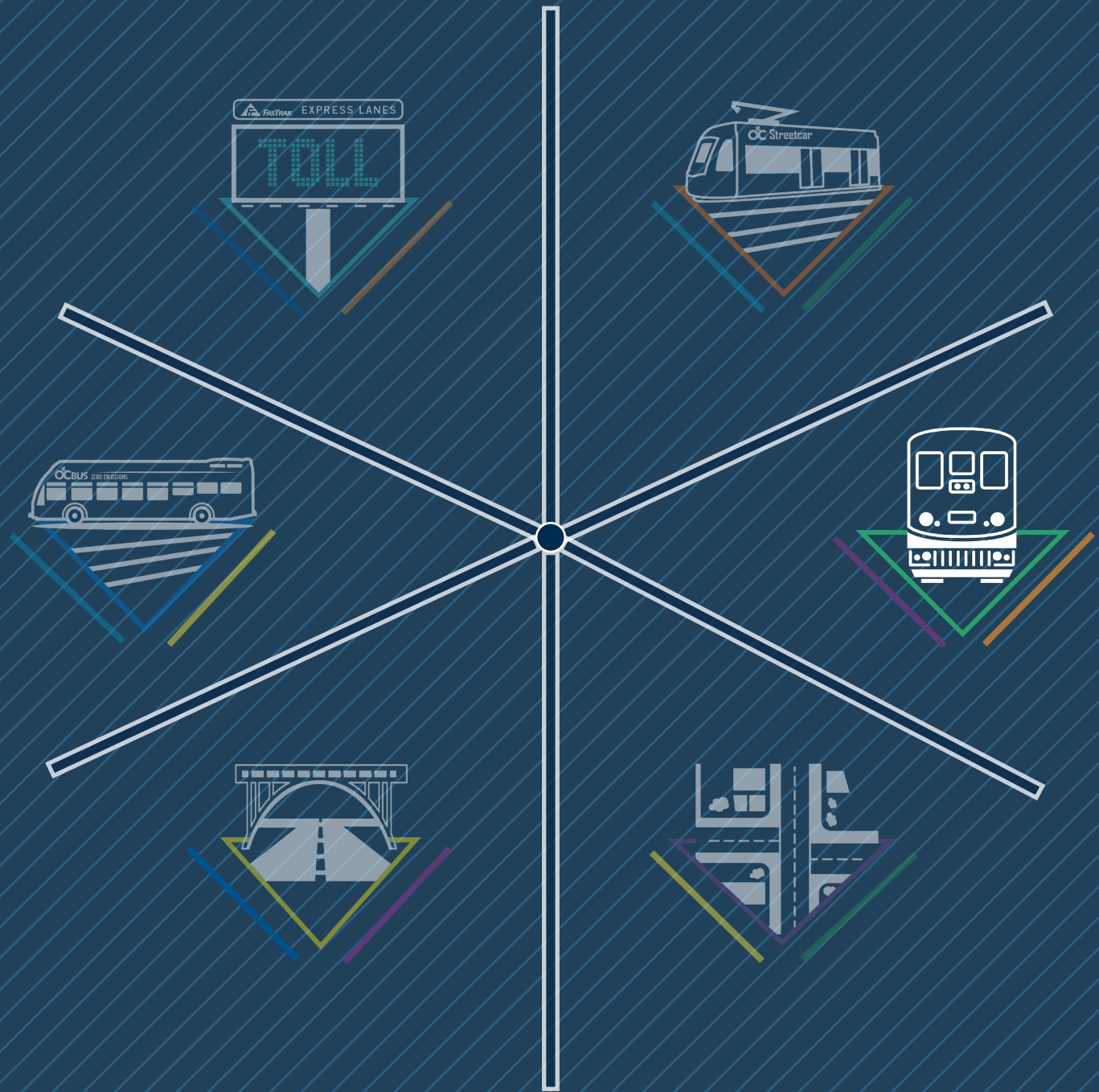
RAIL PROGRAM

FISCAL YEAR 2019-20



RAIL PROGRAM

FISCAL YEAR 2019-20





Rail

Description

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

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 25 years in service, expanding from three service lines and 11 stations to seven service lines and 61 stations, all over a 535 route-mile network. There are three rail lines serving Orange County: Orange County Line, Inland Empire-OC Line, and 91/Perris Valley Line. Major structural, security, access, and capacity improvements are currently underway at each station throughout Orange County.

Accomplishments in FY 2018-19

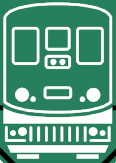
Completed construction of the Orange transportation center parking structure; a five-level parking structure for transit and general-purpose use in the City of Orange.

Expanded implementation of positive train control (PTC) throughout the Metrolink rail system. PTC utilizes a technical infrastructure to control and monitor the movement of trains.

Enhanced connectivity by improving ticketing integration with Southern California Transportation Agencies.

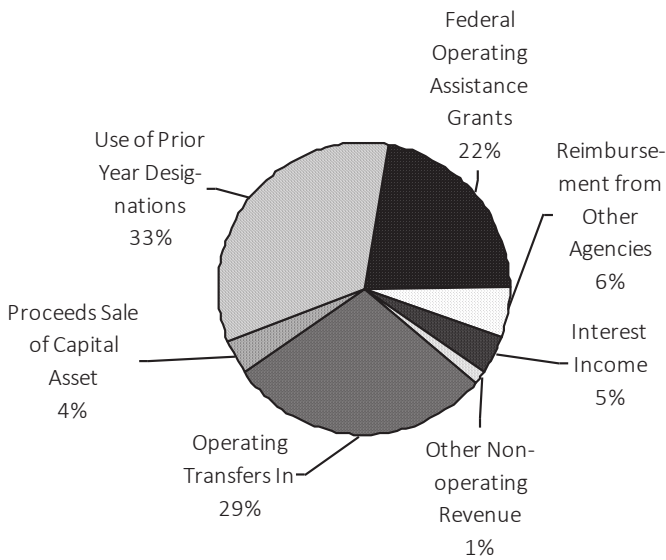
Provided a convenient alternative transportation option for new and regular riders to attend Angels baseball games and other special events.

Rail Capital Program	
Project	FY 2019-20 Budget
Placentia Metrolink Rail Station	25,757,000
Anaheim Canyon Metrolink Station	14,590,000
Laguna Niguel to San Juan Capistrano Passing Siding	4,964,000
Orange County Maintenance Facility	4,270,000
Irvine Station Improvements	3,529,000
San Juan Creek Bridge Replacement	1,784,000
Double Track Addition in San Clemente	959,000
Miscellaneous Metrolink Rail Station Improvements	782,000
Slope Stabilization	434,000
Signal Respacing and Control Point	358,000
Orange Transportation Center Parking Expansion	70,000
Rail Support Vehicles	55,000
Rail Capital Program Total	\$ 57,552,000



Rail Program

Commuter Rail



FY 2019-20 Sources	Amount
Federal Operating Assistance Grants	\$ 19,240,900
Reimbursement from Other Agencies	4,982,045
Interest Income	4,045,407
Other Non-operating Revenue	1,013,316
Operating Transfers In	25,757,000
Proceeds Sale of Capital Asset	3,499,998
Use of Prior Year Designations	29,593,338
Total Sources	\$ 88,132,004

Sources less than 1% are not shown on graphs

Goals in FY 2019-20

Begin construction of the Anaheim Canyon Station improvements. The improvements will allow for expanded Metrolink commuter rail service in the region.

Expand service for the Orange County line and 91/Peris Valley Line.

Begin construction of the Placentia Metrolink Station, which will provide a Metrolink Station and parking facilities in the City of Placentia for commuter rail passengers.

Increase ridership by providing safe, reliable passenger rail service and offering rail as a convenient alternative mode of transport to special events.

Rail Program Funds

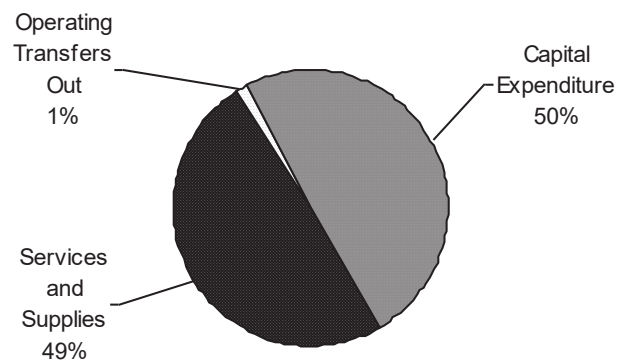
Commuter Rail Fund

With the closeout of the Measure M (M1) fund at the end of FY 2014-15, the OCTA Board of Directors 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

Commuter Rail

FY 2019-20 Uses	Amount
Services and Supplies	\$ 43,272,088
Operating Transfers Out	1,275,916
Capital Expenditure	43,584,000
Total Uses	\$ 88,132,004

Uses less than 1% are not shown on graphs





Rail Program Funds, continued

Fund. With the closeout of the Commuter and Urban Rail Endowment (CURE) fund, rail efforts are now supported in the Commuter Rail fund by transfers from Measure M2 (M2) Project R and other external revenue sources.

The Commuter Rail Fund 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, between the cities of San Bernardino and Oceanside on the Inland Empire-Orange County Line and between the city of Perris and Los Angeles County on the 91/Per-

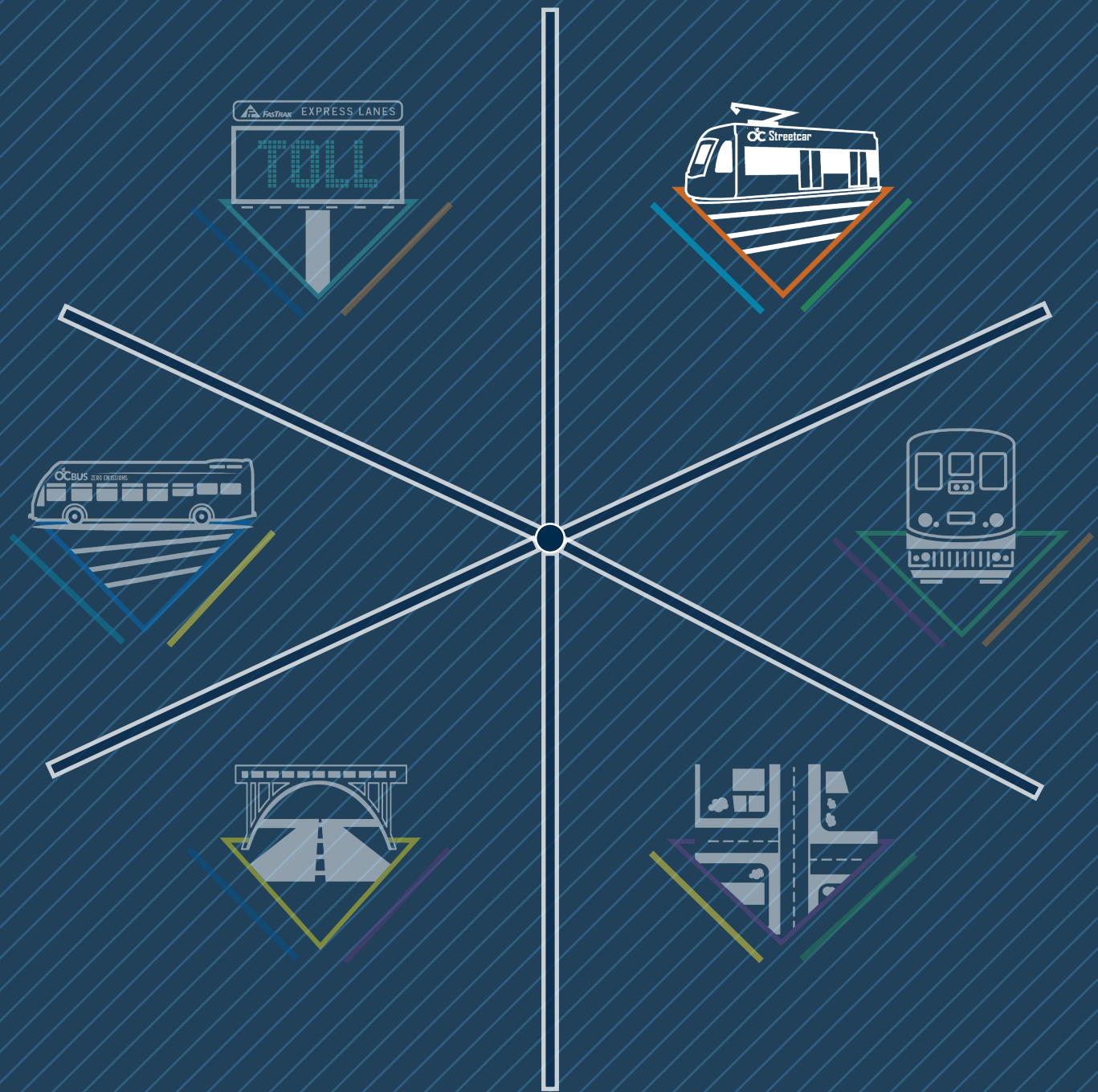
ris Valley Line. Orange County commuter rail service, part of the regional Metrolink network, is operated by SCRRA, which is a Joint Powers Authority. As one of five member agencies, OCTA Board members participate on the SCRRA Board. OCTA staff members participate on SCRRA's Technical Advisory Committee, 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.

Commuter Rail Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6020 State Assistance	0	10,781,160	0
6030 Federal Operating Assistance Grants	946,687	21,387,590	19,240,900
6040 Federal Capital Assistance Grants	210,580	0	0
6050 Reimbursement from Other Agencies	2,193,529	5,251,601	4,982,045
6200 Interest Income	469,483	1,755,586	4,045,407
6300 Other Non-operating Revenue	30,715	1,165,360	1,013,316
6500 Operating Transfers In	3,274,669	25,197,500	25,757,000
6550 Proceeds Sale of Capital Asset	0	3,499,998	3,499,998
Subtotal Revenues	\$ 7,125,663	\$ 69,038,795	\$ 58,538,666
Use of Prior Year Designations	59,138,204	31,894,741	29,593,338
Total Sources	\$ 66,263,867	\$ 100,933,536	\$ 88,132,004
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	3,267,058	2,791,971	3,067,230
7500 Professional Services	32,603,645	33,108,521	39,747,446
7600 General and Administrative	16,259	35,740	5,412
7800 Contributions to Other Agencies	256,712	2,341,900	452,000
8200 Operating Transfers Out	5,787,547	1,182,404	1,275,916
9000 Capital Expenditures	24,332,646	61,473,000	43,584,000
Subtotal Expenses	\$ 66,263,867	\$ 100,933,536	\$ 88,132,004
Total Uses	\$ 66,263,867	\$ 100,933,536	\$ 88,132,004

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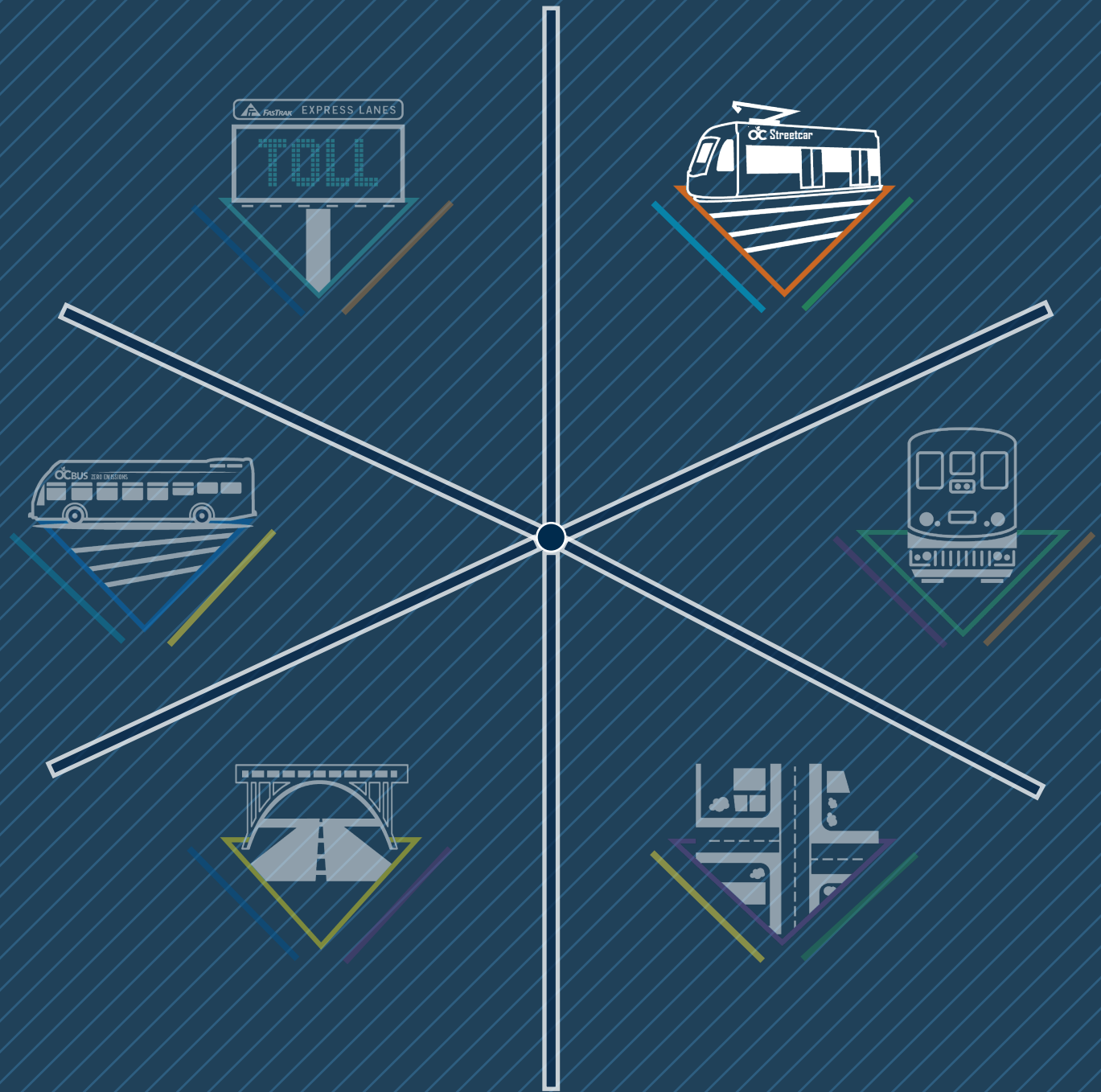
OC STREETCAR

FISCAL YEAR 2019-20



OC STREETCAR

FISCAL YEAR 2019-20





OC Streetcar

Description

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

Expected to begin operations in 2022, OC Streetcar will link the Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, and intercity and international bus services, to a new multi-modal hub at Harbor Boulevard/Westminster Avenue in Garden Grove.

The OC Streetcar will serve the historic downtown Santa Ana and Civic Center which includes government offices, federal, state and local courthouses, unique restaurants and shops, an artists’ village, several colleges, and 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 in designing, constructing, operating, and maintaining the 4.15-mile streetcar. The streetcar system will connect the SARTC, 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.

Goals in FY 2019-20

Begin the procurement of the Operation and Maintenance contract. The contract is expected to be awarded in Summer of 2020.

Streetcar vehicle manufacturing is expected to begin in Spring of 2020.

Summer of 2020 will see the launch of two requests for proposal; the first will be to seek services for the fabrication and installation of ticket vending machines for fare card readers at streetcar station platforms. The second is for the acquisition of specialized non-revenue vehicles required for maintenance of the streetcars.

Accomplishments in FY 2018-19

On August 2, 2018, OCTA officially executed the contract for vehicle manufacturing and delivery with Siemens Mobility for \$51.5 million. The contract includes the manufacturing and delivery of eight streetcars, with the option to buy up to 10 additional streetcars in the future.

On September 24, 2018 OCTA awarded the OC Streetcar Construction contract to Walsh Construction, with a bid of \$220.5 million. Construction for the project officially began on November 30, 2018 with a groundbreaking ceremony.

OCTA accepted a full funding grant agreement, which will provide \$149 million in federal grants towards the funding of the program.



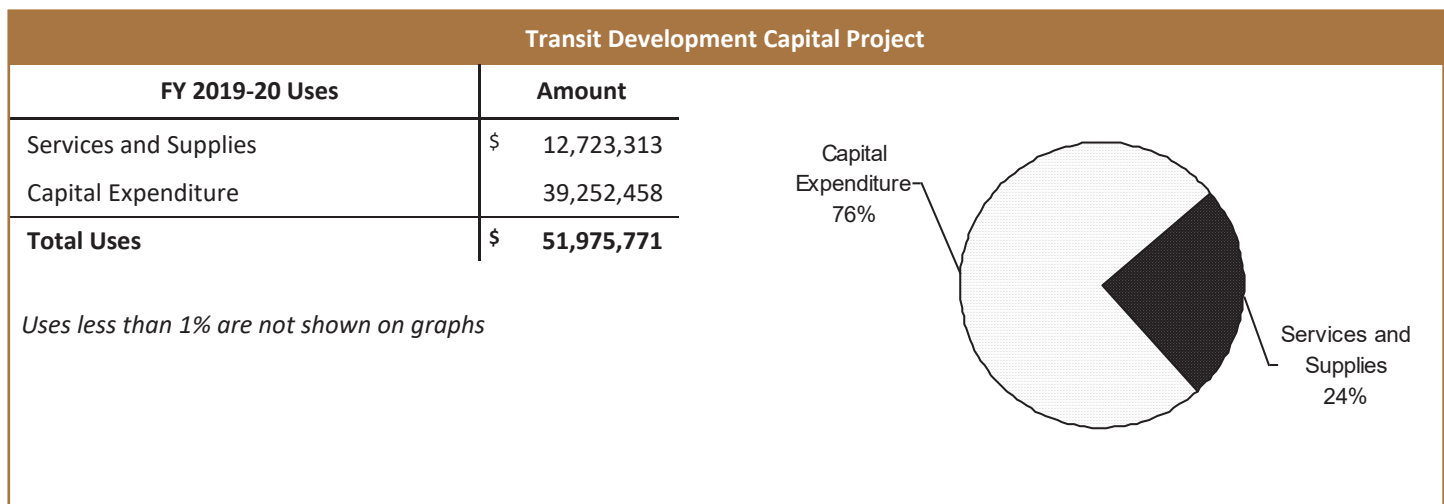
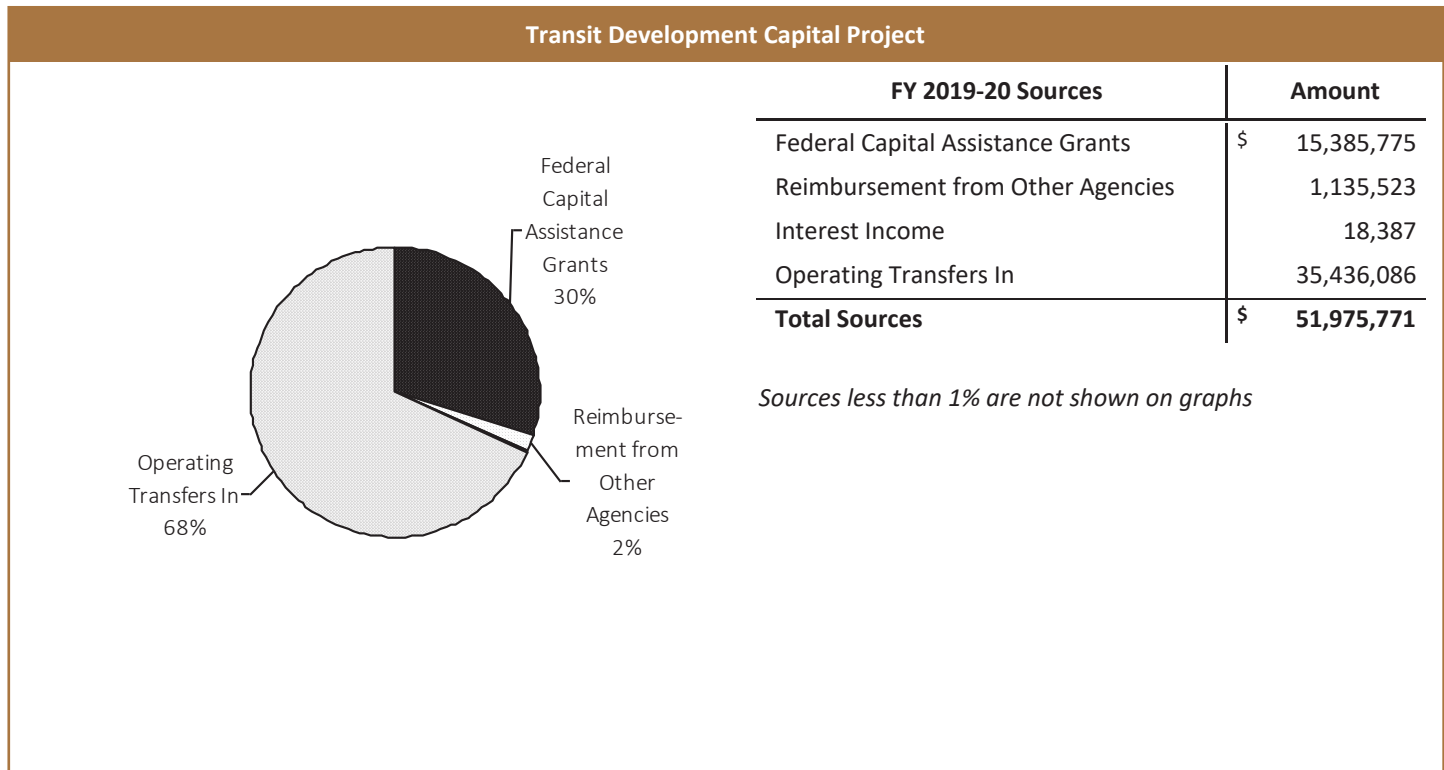


OC Streetcar Program Funds

Transit Development Capital Projects Fund

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

construction costs, manufacture and quality assurance monitoring of the streetcars. Also included within the fund is the Transit Security and Operations Center (TSOC) project.





OC Streetcar Program Funds

Transit Development Capital Project Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6020 State Assistance	423,250	1,701,074	0
6030 Federal Operating Assistance Grants	0	6,938,622	0
6040 Federal Capital Assistance Grants	6,691,489	132,390,284	15,385,775
6050 Reimbursement from Other Agencies	0	2,708,603	1,135,523
6200 Interest Income	-13,342	0	18,387
6500 Operating Transfers In	3,518,807	42,606,607	35,436,086
Subtotal Revenues	\$ 10,620,204	\$ 186,345,190	\$ 51,975,771
Total Sources	\$ 10,620,204	\$ 186,345,190	\$ 51,975,771
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7300 Purchased Transportation Services	0	200,000	200,000
7400 Overhead Allocation	590,614	2,093,859	3,216,301
7500 Professional Services	-3,516,229	7,700,436	8,173,812
7600 General and Administrative	9,304	46,000	3,200
7800 Contributions to Other Agencies	1,298,864	1,185,000	1,130,000
9000 Capital Expenditures	8,694,715	175,119,895	39,252,458
Subtotal Expenses	\$ 7,077,268	\$ 186,345,190	\$ 51,975,771
Designations	3,542,936	0	0
Total Uses	\$ 10,620,204	\$ 186,345,190	\$ 51,975,771



OC Streetcar Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6500 Operating Transfers In	0	59,052	27,440
Subtotal Revenues	\$ 0	\$ 59,052	\$ 27,440
Total Sources	\$ 0	\$ 59,052	\$ 27,440
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7100 Salaries and Benefits	0	0	3,864
7600 General and Administrative	0	54,052	18,576
7800 Contributions to Other Agencies	0	5,000	5,000
Subtotal Expenses	\$ 0	\$ 59,052	\$ 27,440
Total Uses	\$ 0	\$ 59,052	\$ 27,440

OC Streetcar Fund

The OC Streetcar Fund was established to account for the administration and operations of the OC Streetcar. The OC Streetcar is a 4.15 mile route modern streetcar line that connects the SARTC to downtown Santa Ana and a new transportation hub near the intersection of

Harbor Boulevard and Westminster Avenue in Garden Grove. The project will include ten stops, with platforms in each direction, and a new maintenance and storage facility to accommodate the streetcar fleet.

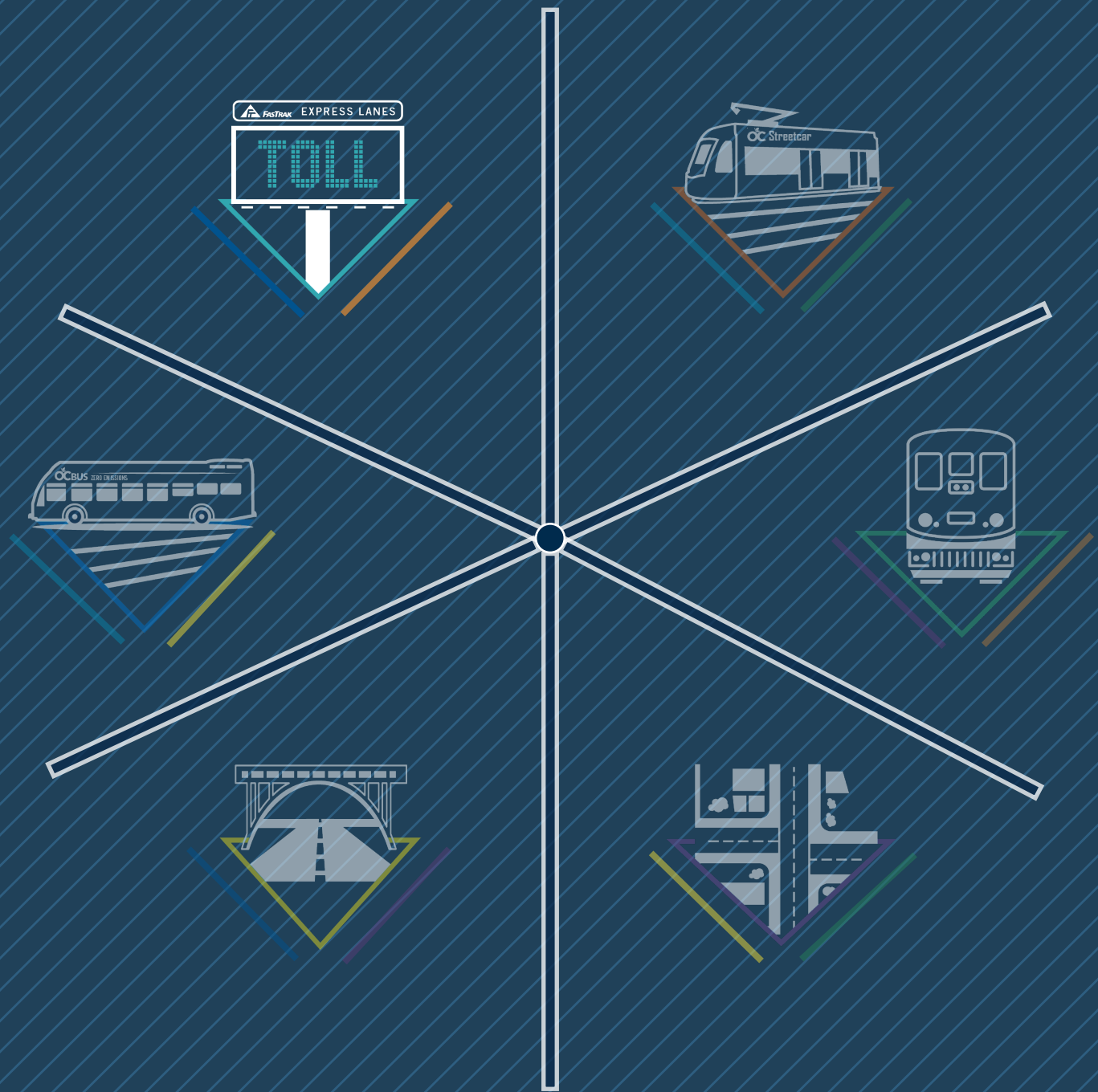


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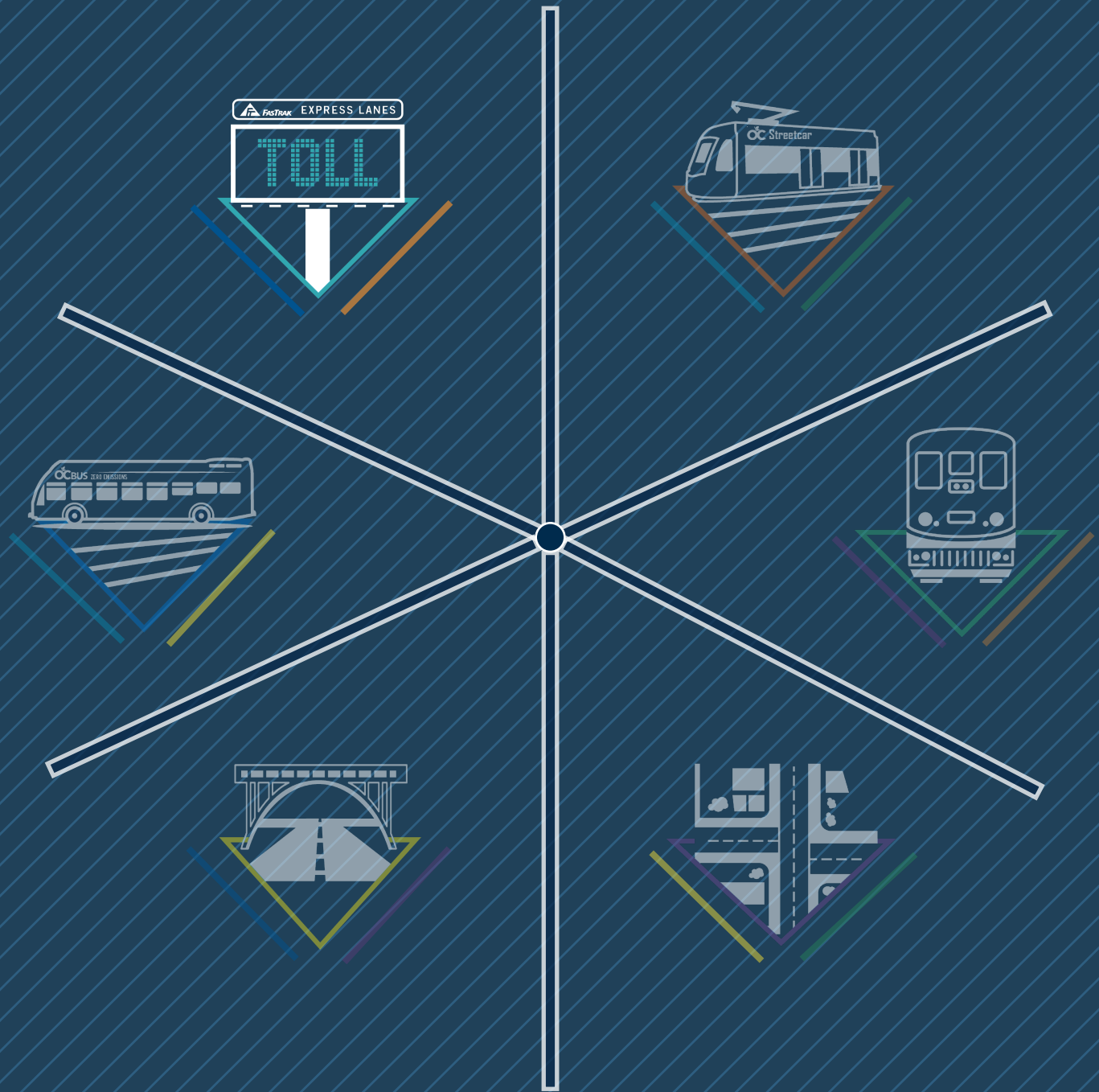
EXPRESS LANES

FISCAL YEAR 2019-20



EXPRESS LANES

FISCAL YEAR 2019-20





Express Lanes

Description

Built at a cost of \$135 million, the Orange County section of the 91 Express Lanes project was authorized as a toll road by the State of California in 1989. In 1995, this 10-mile toll facility was opened. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of State Route 91 (SR-91). This zone prohibited improvements along the corridor and created mobility problems as the region, and corresponding transportation demands, grew. To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor. In 2008, Riverside County Transportation Commission (RCTC) received authority to extend the Express Lanes an additional eight-miles into Riverside County. The RCTC 91 Cor-

ridor Improvement Project added regular lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the northbound Interstate 15 (I-15) to the westbound SR-91 and from the eastbound SR-91 to the southbound I-15. The Riverside section of the 91 Express Lanes opened in March 2017.

In cooperation with Caltrans, OCTA is widening the San Diego Freeway (I-405) between State Route 73 (SR-73) and Interstate 605 (I-605). The project will improve 16 miles of I-405 and includes adding one regular lane in each direction from Euclid Street to I-605 and making improvements to freeway entrances, exits, and bridges. It also will construct the 405 Express Lanes from SR-73 to I-605. The new express lanes, incorporating the existing carpool lanes and connectors that opened in 2014, will include two lanes in each direction. The new express lanes will be a key component to maximizing throughput along the corridor.



Express Lanes

91 Express Lanes

Description

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

Accomplishments in FY 2018-19

The 91 Express Lanes network transitioned to 6C technology successfully, by issuing updated transponders to comply with the new California Toll Operators Committee (CTOC) standards.

The Customer Service Center was relocated to accommodate additional staffing and increased operations due to the extension of the 91 Express Lanes into Riverside County.

Goals in FY 2019-20

The construction of additional gantries at the 91 Express Lanes' entrances to hold additional tolling equipment is expected to commence in FY 2019-20.

A new operations service and back office system is anticipated to be successfully approved by the board in FY 2019-20.

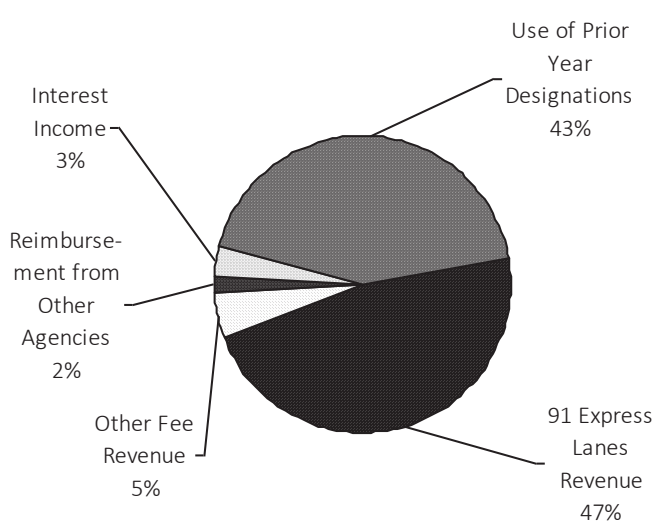
An agreement will be executed with a consultant to develop a pavement management report for the 91 Express Lanes.





Express Lanes

91 Express Lanes



FY 2019-20 Sources	Amount
91 Express Lanes Revenue	\$ 54,486,001
Other Fee Revenue	6,029,586
Reimbursement from Other Agencies	1,812,500
Interest Income	3,797,611
Use of Prior Year Designations	50,100,000
Total Sources	\$ 116,225,698

Sources less than 1% are not shown on graphs

SR-91 Express Lanes Fund

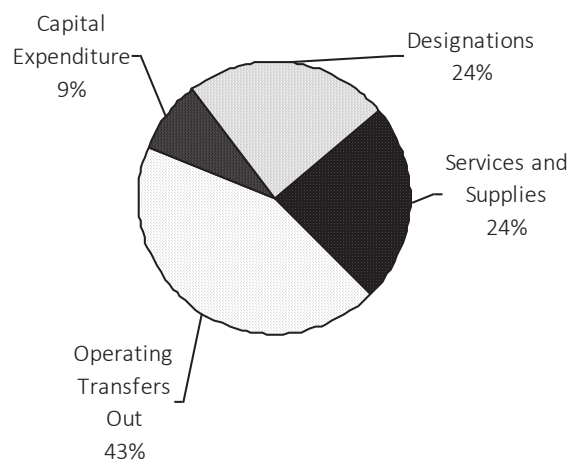
The 91 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program related

expenses being covered by program generated revenue. Revenue includes both toll and non-toll related revenues.

91 Express Lanes

FY 2019-20 Uses	Amount
Services and Supplies	\$ 27,403,766
Operating Transfers Out	50,710,000
Capital Expenditure	9,882,000
Designations	28,229,932
Total Uses	\$ 116,225,698

Uses less than 1% are not shown on graphs





Express Lanes

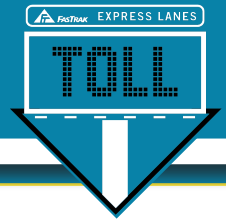
91 Express Lanes Sources & Uses

Sources Summary

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
5500 91 Express Lanes Revenue	45,332,918	51,019,691	54,486,001
5550 Other Fee Revenue	12,530,108	6,669,367	6,029,586
6050 Reimbursement from Other Agencies	1,294,066	1,118,837	1,812,500
6200 Interest Income	899,803	2,220,677	3,797,611
6300 Other Non-operating Revenue	26,866	0	0
Subtotal Revenues	\$ 60,083,761	\$ 61,028,572	\$ 66,125,698
Use of Prior Year Designations	0	14,521,100	50,100,000
Total Sources	\$ 60,083,761	\$ 75,549,672	\$ 116,225,698

Uses Summary

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7300 Purchased Transportation Services	6,484,482	7,550,000	7,650,000
7400 Overhead Allocation	2,481,050	2,755,888	2,839,886
7500 Professional Services	12,572,465	9,204,777	10,343,661
7540 Insurance Claims/Premiums	331,567	750,000	750,000
7600 General and Administrative	548,147	832,815	791,269
7800 Contributions to Other Agencies	275,809	459,500	315,000
8111 Interest Expense	5,191,731	5,011,950	4,713,950
8200 Operating Transfers Out	1,134,205	14,521,100	50,710,000
9000 Capital Expenditures	8,410,258	7,570,000	9,882,000
Subtotal Expenses	\$ 37,429,714	\$ 48,656,030	\$ 87,995,766
Designations	22,654,047	26,893,642	28,229,932
Total Uses	\$ 60,083,761	\$ 75,549,672	\$ 116,225,698



405 Express Lanes

Description

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 utilize the lanes, which will be cost free for carpool vehicles



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

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

Accomplishments in FY 2018-19

OCTA’s Express Lane network was upgraded to accommodate for the new 6C technology for transponders.

The 405 Express Lanes project includes the replacement and widening of 18 bridges, with the McFadden Avenue bridge being the first in August of 2018.

Multiple construction activities have commenced such as pavement restriping, tree removal, and grading for the expansion of the 405 Express Lanes.

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

Goals in FY 2019-20

The existing OCTA Santa Ana Bus Base will be modified to establish a traffic operations center for the express lanes of the I-405 Improvement Project upon opening of the lanes.

There are expected to be six construction activities involving the replacement and widening of bridges related to the 405 Express Lanes project.

There will be a focus on right-of-way acquisitions, totaling \$12.6 million in FY 2019-20, which will be used to acquire properties and property rights related to the 405 Express Lanes construction project.



Express Lanes

405 Express Lanes Fund

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

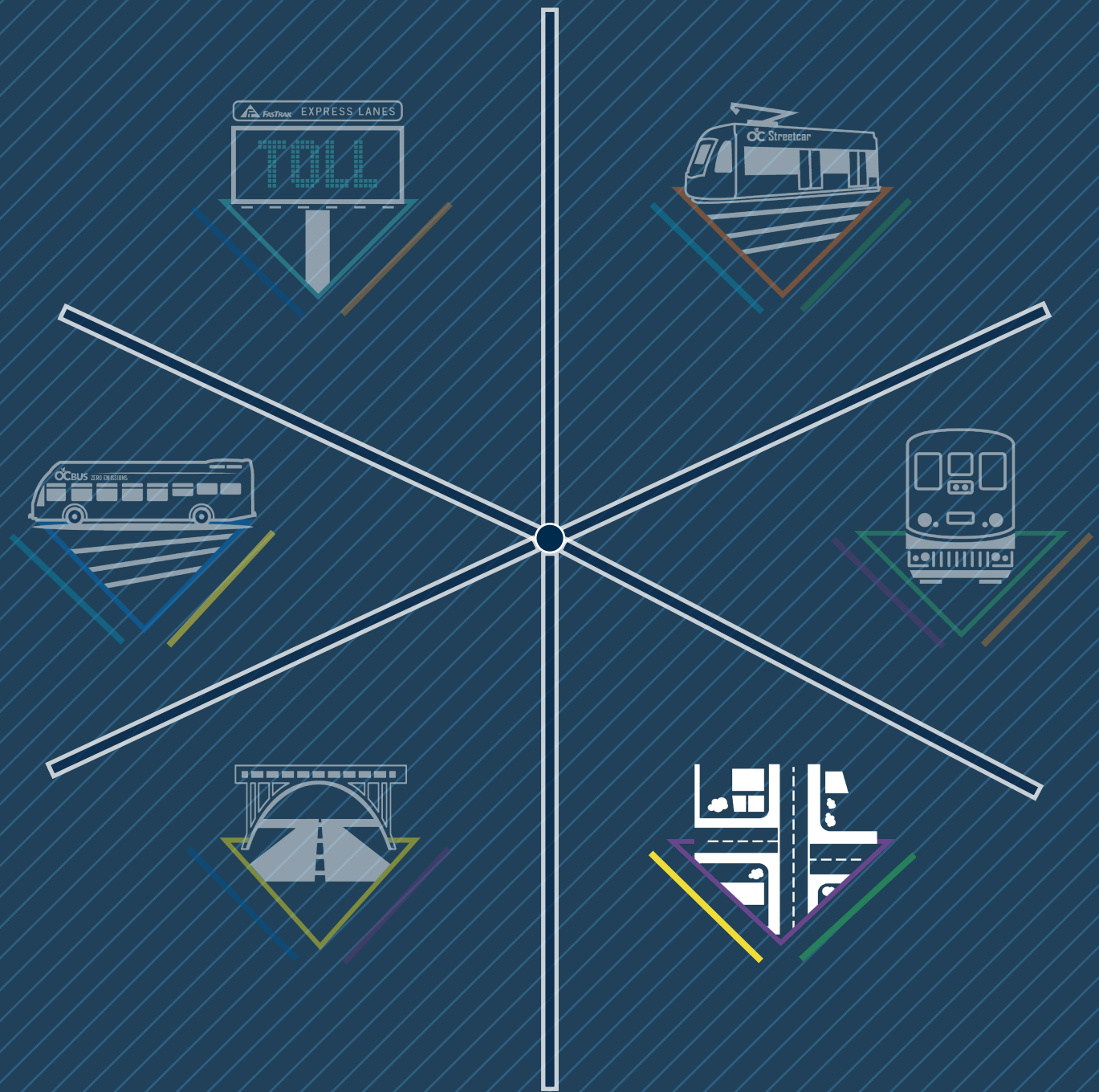
405 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6030 Federal Operating Assistance Grants	0	73,934,490	0
6050 Reimbursement from Other Agencies	159,587	0	0
6200 Interest Income	-247,088	0	2,077,330
6500 Operating Transfers In	22,021	0	0
Subtotal Revenues	\$ -65,480	\$ 73,934,490	\$ 2,077,330
Use of Prior Year Designations	43,322,732	0	63,456,575
Total Sources	\$ 43,257,252	\$ 73,934,490	\$ 65,533,905
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	870,123	2,020,050	3,305,941
7500 Professional Services	15,213,142	10,555,500	7,015,000
7600 General and Administrative	6,633	440	580
7800 Contributions to Other Agencies	2,006	100	100
8111 Interest Expense	1,624,198	7,244,600	10,183,284
9000 Capital Expenditures	25,541,150	54,113,800	45,029,000
Subtotal Expenses	\$ 43,257,252	\$ 73,934,490	\$ 65,533,905
Total Uses	\$ 43,257,252	\$ 73,934,490	\$ 65,533,905

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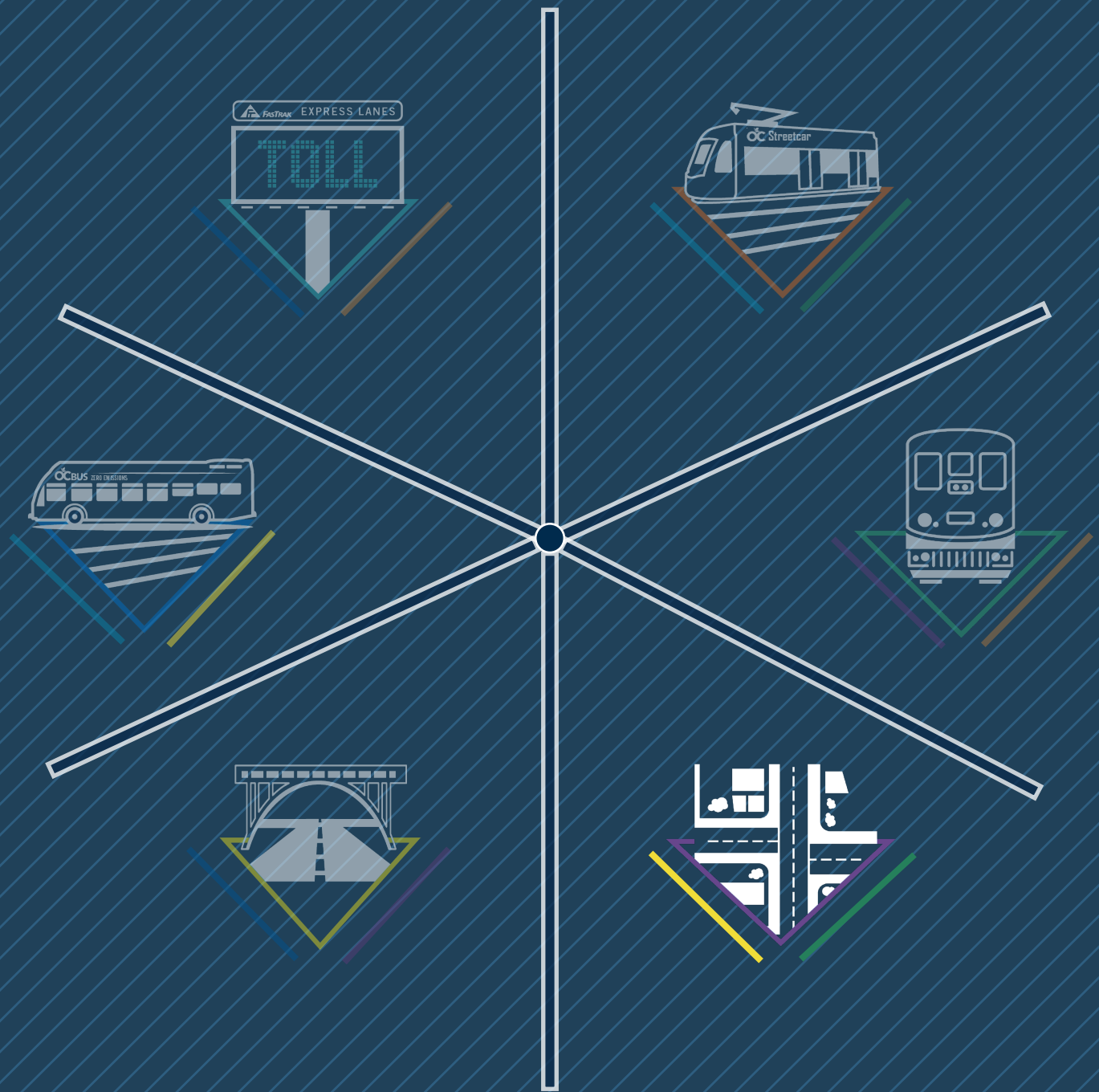
MOTORIST SERVICES

FISCAL YEAR 2019-20



MOTORIST SERVICES

FISCAL YEAR 2019-20





Motorist Services

Description

Motorist Services includes the Service Authority for Freeway Emergencies Program (SAFE), and 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, all designed and operated to assist motorists on Orange County’s network of freeways. OCTAP is responsible for regulating all taxicab companies, vehicles, and drivers operating in Orange County.

SAFE

Description

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

The Call Box Program consists of the freeway call

box system that assists motorists requiring roadside aid. The FSP service is operated jointly by the California Highway Patrol (CHP), California Department of Transportation (Caltrans), and OCTA. The service includes a fleet of 36 tow trucks patrolling freeways during peak commuting hours to assist motorists with disabled vehicles and improve traffic flow. SAFE partners with the Los Angeles County SAFE (LA SAFE), Caltrans, CHP, and Ventura County Transportation Commission in the development of a motorist aid and traffic information system known as 511. This system offers an interactive voice response telephone system, a mobile application and a web interface that can provide callers with traffic speeds and travel times on state highways, help callers plan a public transit trip, and provide information on commuter services such as carpool/vanpool, bicycling, and park and ride.

SAFE is funded through a \$1 per year fee collected from motor vehicle registration within Orange County as authorized by California Streets and Highways Code Section 2555. Additionally, SAFE receives funding from the State Highway Account through Caltrans, and from Orange County’s half-cent transportation sales tax, Measure M2 Project N, for FSP operations. On April 28, 2017, the Senate Bill 1 (SB1) transportation funding package was signed into law and provides additional annual funding to the FSP Program.

Goals in FY 2019-20

Develop and implement the callbox 4G radio upgrade plan to enhance reliability of the system.

Seamlessly transition callbox center services to a new provider.

Release procurement to replace agreements for four FSP service areas consisting of 14 peak-hour, four mid-day, and one weekend beat.

Execute State Highway Accounting (SHA) and SB1 funding agreements.

Continue 511 Program outreach efforts to increase awareness of the 511 Program.

Accomplishments in FY 2018-19

Deployed new FSP service funded through SB1 as a service expansion on State Route 57 and State Route 91. The new service started on December 1, 2018.

Coordinated with LA SAFE to implement the next generation of the 511 system and mobile application.

Negotiated with LA SAFE on the continuing operation of the 511 System at no additional financial impact to OCTA for the base system.

Improved FSP tracking and data collection application which will allow for better allocation of existing FSP resources.

Re-procured call box call center services for agreement expiring March 2019.



Motorist Services

Service Authority for Freeway Emergencies Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6050 Reimbursement from Other Agencies	11	0	500
6103 DMV Fees	2,940,548	2,959,471	2,960,000
6107 Road Repair and Accountability Act	0	1,475,000	2,180,000
6200 Interest Income	7,108	23,046	32,070
6300 Other Non-operating Revenue	2,552,413	2,506,259	2,451,312
6500 Operating Transfers In	0	1,316,178	945,649
Subtotal Revenues	\$ 5,500,080	\$ 8,279,954	\$ 8,569,531
Use of Prior Year Designations	955,447	0	604,153
Total Sources	\$ 6,455,527	\$ 8,279,954	\$ 9,173,684
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	875,551	799,571	863,007
7500 Professional Services	5,287,622	6,595,165	7,320,799
7600 General and Administrative	291,792	500,102	546,753
7800 Contributions to Other Agencies	562	0	0
9000 Capital Expenditures	0	50,000	443,125
Subtotal Expenses	\$ 6,455,527	\$ 7,944,838	\$ 9,173,684
Designations	0	335,116	0
Total Uses	\$ 6,455,527	\$ 8,279,954	\$ 9,173,684

SAFE Fund

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





OCTAP

Description

OCTAP is responsible for regulating all taxicab companies, vehicles, and drivers operating in Orange County. OCTAP conducts background checks of drivers, inspects vehicles, issues permits, and confirms vehicle insurance requirements to ensure taxi transportation follows OCTAP regulations. Due to the impact of transportation network companies, the OCTAP model is unsustainable. OCTA will continue to identify ways to reduce the cost of the program to ensure that the expenditures can be covered by revenues generated by the program.

Goals in FY 2019-20

Expenditures for OCTAP have outpaced program related revenue sources. The goals of the OCTAP Program in FY 2019-20 include identifying potential cost reductions of the program, and working with the cities and the County of Orange to determine a long-term plan for OCTAP beyond December 31, 2020.

OCTAP Fund

The OCTAP Fund captures revenue and expenses associated with the operations of the program. The fund is an enterprise fund with program related expenses being covered by program generated revenue. Revenue includes: company permits, taxi and driver permits, administrative fines, and interest earnings.

Accomplishments in FY 2018-19

Secured funding commitments from cities and the County of Orange to fund the OCTAP Program through the fiscal year.

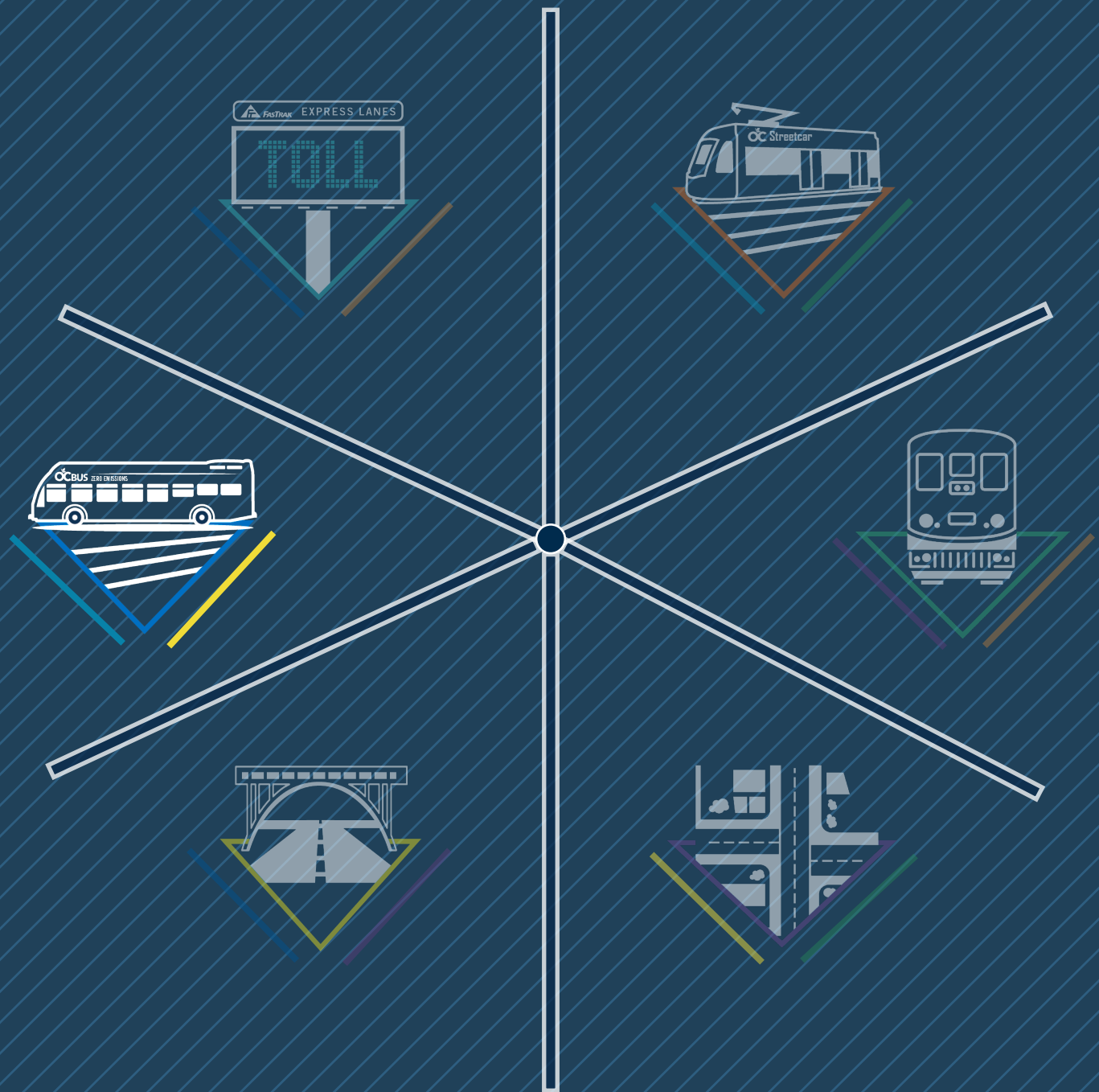
Worked with the cities to establish new regulations to address recent legislative changes.

Orange County Taxi Administration Program Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6110 License Fees	311,068	40,262	201,891
6200 Interest Income	4,124	5,501	3,852
6300 Other Non-operating Revenue	165,897	148,903	237,014
Subtotal Revenues	\$ 481,089	\$ 194,666	\$ 442,757
Use of Prior Year Designations	131,877	87,549	0
Total Sources	\$ 612,966	\$ 282,215	\$ 442,757
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7100 Salaries and Benefits	346,728	144,450	131,810
7400 Overhead Allocation	228,448	125,650	241,092
7600 General and Administrative	32,936	12,115	28,979
7800 Contributions to Other Agencies	4,854	0	0
Subtotal Expenses	\$ 612,966	\$ 282,215	\$ 401,881
Designations	0	0	40,876
Total Uses	\$ 612,966	\$ 282,215	\$ 442,757

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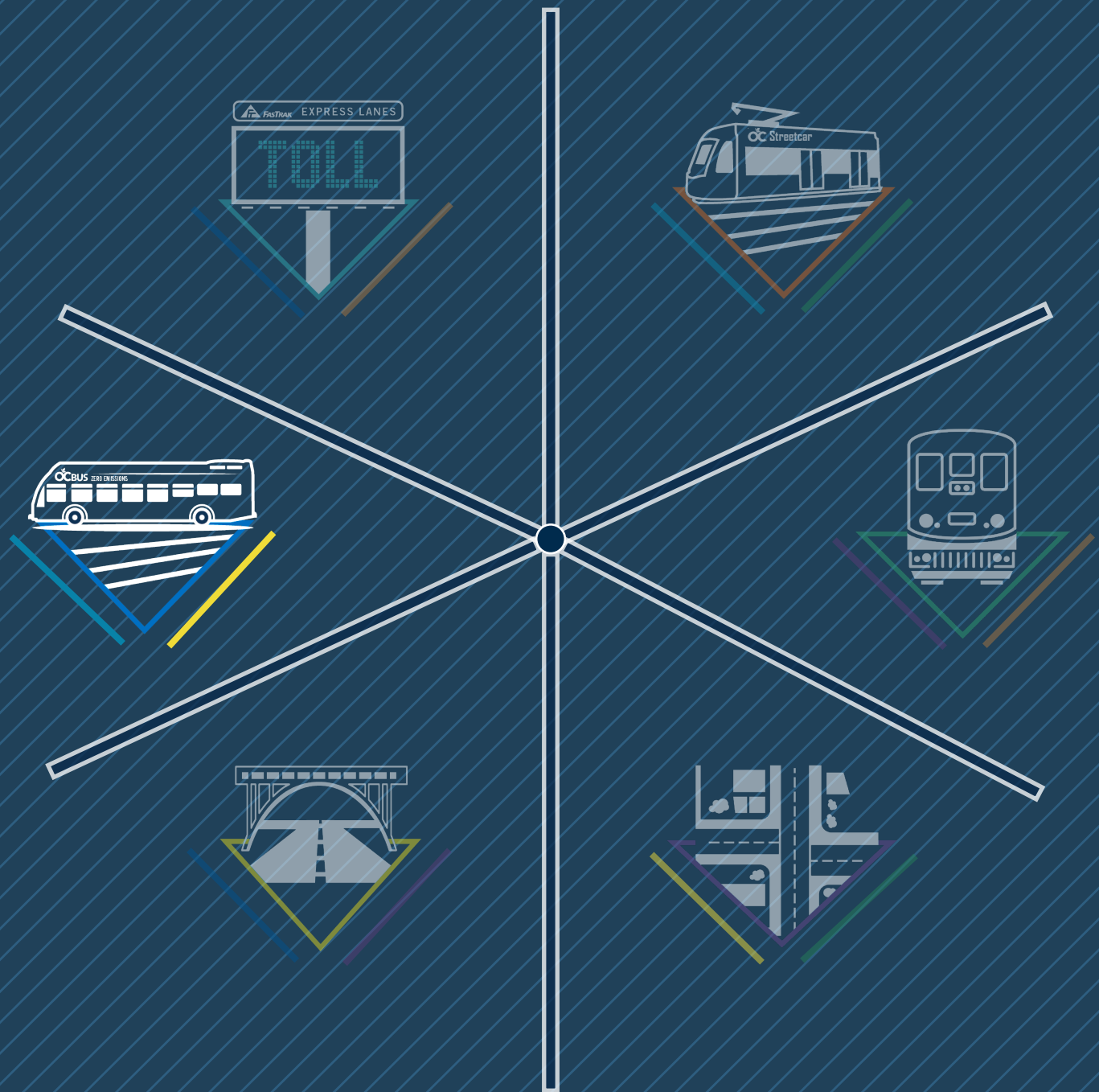
BUS PROGRAM

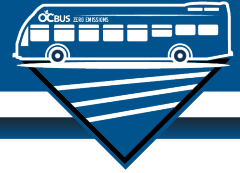
FISCAL YEAR 2019-20



BUS PROGRAM

FISCAL YEAR 2019-20





Bus Program

Description

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

OCTA's bus system offers 60 different routes serving nearly 5,500 bus stops. The bus routes are broken down into 3 distinct types of services. Local and community routes travel between cities throughout the service area. Limited stop service is provided on some of the local routes providing faster travel times through the service area. Express routes travel on freeways to get commuters to their destination quickly, and the Stationlink service provides a link from Metrolink stations to work centers. In addition, OCTA provides special services funded through Federal Transit Administration (FTA) to serve persons of low income, seniors and persons with disabilities under the Section 5316 Jobs Access Reverse Commute (JARC) and Section 5310 Enhanced Mobility for Seniors and Disabled (EMSD) Grant Program.

OCTA also provides OC ACCESS, which is a shared-ride service for people who are unable to use the regular, fixed-route OC Bus service because of functional limitations. This service is required by the Americans with Disabilities Act (ADA). OCTA offers a non-ADA Same-Day Taxi Program to OC ACCESS eligible customers as well. In addition, OCTA funds and administers community transportation services offered through the Senior Mobility Program (SMP) and EMSD.

Measure M2 (M2) allocates 1.47 percent of net revenues to stabilize fares for seniors and persons with disabilities. This is included as farebox revenue, and the calculation of the farebox recovery ratio. Bus Operations is dependent upon external revenue sources to supplement farebox revenue and help offset operating expenditures for fixed-route and paratransit services. The primary revenue sources are: Local Transportation Fund (LTF), State Transit Assistance Fund (STAF), federal operating grants, Road Repair and Accountability Act (RRAA), and property tax contributions.

Fixed Route

The fixed route network provides bus service on 41 local lines, seven community lines, six inter/intra-county express lines, and six Stationlink rail feeder lines. The local lines, of which three are limited-stop, represent the majority of transit options offered throughout Orange County and operate along major arterials comprising a "grid" network. The limited-stop lines are provided on select local route corridors and are designed to provide an attractive rapid transit option by decreasing travel time and improving travel speed within high use corridors, while offering connections to key destinations, major attractions, and Metrolink train services. Community lines use smaller buses to accommodate roadway constraints or lower passenger demand and provide connections to the local lines. The Express Freeway Services have fewer stops and operate only during peak morning and afternoon times Monday through Friday, traveling to popular business centers in Los Angeles and Orange County. Stationlink rail feeder service is provided to the Metrolink commuter rail stations in Orange County that are considered destination stations, ensuring a connection between rail stations and employment centers for Metrolink commuters. In addition, OCTA operates seasonal service on five weekends in July and August from nine locations to the Orange County Fair.

Paratransit

The ACCESS Program provides complementary transit service within a 3/4 mile corridor of all OCTA fixed-route service to persons with disabilities. These passengers must be certified by OCTA to use the OC ACCESS system by meeting the ADA eligibility criteria. The use of supplemental taxi services is one of a variety of cost mitigation measures being employed. OCTA also continues its focus on developing partnerships to provide alternative transportation options for seniors and persons with disabilities. In addition, OCTA offers a non-ADA Same-Day Taxi service, which allows ACCESS eligible customers to schedule a partially subsidized trip.



Bus Program

Bus Capital Program	
Project	FY 2019-20 Budget
Bus Procurement / Engine Upgrades	214,829,997
Bus Base and Transit Center Projects	7,311,187
iShuttle Buses	6,693,468
Transit Security & Operations Center	3,500,000
Bus Operations Support Vehicles	2,590,000
Transit Technology and Communications Capital	1,700,000
Bus Capital Program Total	\$ 236,624,652

Accomplishments in FY 2018-19

Implemented a new micro-transit pilot program, "OC Flex," in two zones, which includes service to area within Huntington Beach, Westminster, Aliso Viejo, Laguna Niguel, and Mission Viejo.

Implemented a new Bravo! 529 route at the February 2019 service change that travels from the Fullerton Park and Ride to Golden West Transportation Center.

Completed the acceptance process of new vehicles for the iShuttle service as part of an addition of two new routes funded through M2 Project V that were implemented with the February 2019 service change.

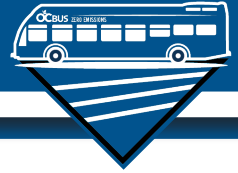
Completed the acceptance process for 10 hydrogen fuel cell vehicles, and commissioned a new hydrogen fuel station at the Santa Ana base.

Goals in FY 2019-20

Initiate the procurement and issue a notice to proceed for 299 40-foot buses, five 40-foot electric buses, and 116 22-foot paratransit buses.

Secure Board of Directors approval to award a contract for heavy-duty vehicles intended to replace current iShuttle vehicles.

Implement EZ Wallet for ACCESS trip payments. Trapeze EZ Wallet is a cashless fare collection solution which offers ACCESS passengers the ability to pre-pay their fares at the time of booking using a virtual account. This service will allow passengers to view their trip and fare payment history and set up account balance information over the web. EZ Wallet will also increase efficiency in the fare counting, recording and reconciliation process.



FY 2019-20 Approved Budget

	Performance Indicators	Directly Operated Fixed Route	Contracted Fixed Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	Flex	System Total
Service Provided	Vehicle Hours (VH)	1,100,677	700,336	627,565					2,428,578
	Vehicle Miles (VM)	13,774,298	9,629,716	10,139,271					33,543,285
	Revenue Hours (RVH)	999,044	626,396	530,476				23,000	2,178,917
	Revenue Miles (RVM)	11,515,918	7,689,092	7,554,138					26,759,148
Passenger Usage	Boardings	26,780,587	11,309,271	963,423	344,753	153,977	310,078	135,000	39,997,089
	Boardings per VH	24.33	16.15	1.54					16.47
	Boardings per VM	1.94	1.17	0.10					1.19
	Boardings per RVH	26.81	18.05	1.82					18.36
	Boardings per RVM	2.33	1.47	0.13					1.49
Operating Costs	Costs	\$145,950,354	\$75,844,374	\$55,489,382	\$18,033,922	\$2,535,228	\$7,554,509	\$1,924,136	\$307,331,905
	Cost per VH	\$132.60	\$108.30	\$88.42					\$126.55
	Cost per VM	\$10.60	\$7.88	\$5.47					\$9.16
	Cost per RVH	\$146.09	\$121.08	\$104.60					\$141.05
	Cost per RVM	\$12.67	\$9.86	\$7.35					\$11.49
	Cost per Boarding	\$5.45	\$6.71	\$57.60	\$52.31	\$16.46	\$24.36	\$14.25	\$7.68
Fare Revenues	Revenue	\$28,137,341	\$12,692,086	\$5,531,976	\$1,336,554			\$135,000	\$47,832,957
	Revenue per VH	\$25.56	\$18.12	\$10.16					\$19.70
	Revenue per VM	\$2.04	\$1.32	\$0.63					\$1.43
	Revenue per RVH	\$28.16	\$20.26	\$12.02					\$21.95
	Revenue per RVM	\$2.44	\$1.65	\$0.84					\$1.79
	Revenue per Boarding	\$1.05	\$1.12	\$5.74					\$1.20
Subsidy	Subsidy per Boarding	\$4.40	\$5.58	\$51.85					\$6.43
Farebox Recovery Ratio		19.28%	16.73%	9.97%					15.56%
Farebox Recovery Ratio (Per Senate Bill 508: Revisions to the Transportation Development Act)									22.26%

* All paratransit boardings are reported in terms of trips.



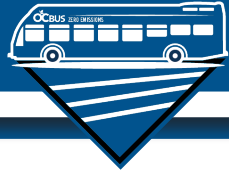
Bus Program

Bus Program Funds

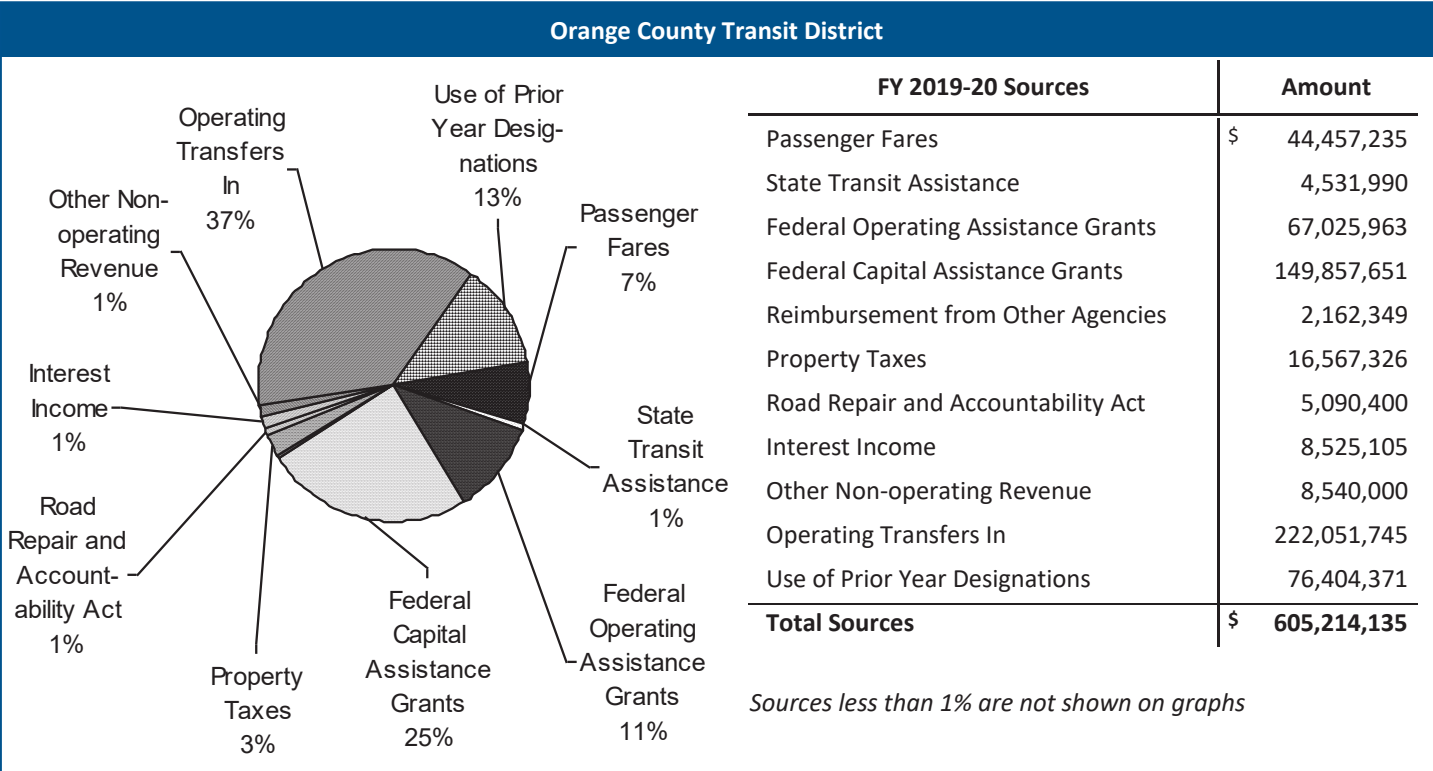
Local Transportation Fund Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6104 Sales Tax Revenue	164,470,052	170,866,805	176,672,584
6200 Interest Income	-8,049	46,993	46,240
Subtotal Revenues	\$ 164,462,003	\$ 170,913,798	\$ 176,718,824
Use of Prior Year Designations	801,466	0	0
Total Sources	\$ 165,263,469	\$ 170,913,798	\$ 176,718,824
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7500 Professional Services	2,048,808	2,192,762	2,267,269
7600 General and Administrative	2,570	0	0
7800 Contributions to Other Agencies	2,342,118	2,415,636	2,472,930
8200 Operating Transfers Out	160,869,973	166,305,400	171,978,625
Subtotal Expenses	\$ 165,263,469	\$ 170,913,798	\$ 176,718,824
Total Uses	\$ 165,263,469	\$ 170,913,798	\$ 176,718,824

LTF

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

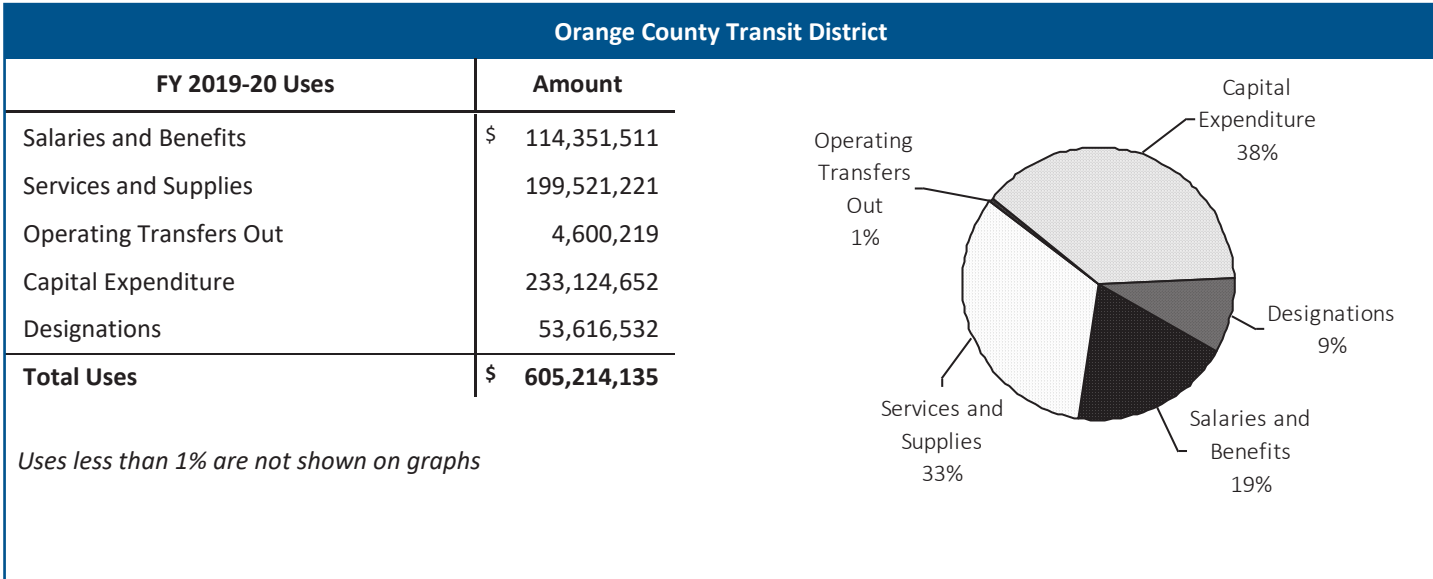


Bus Program Funds, continued



Orange County Transit District (OCTD)

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

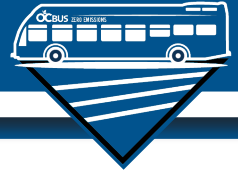




Bus Program

Orange County Transit District

Orange County Transit District Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
5100 Passenger Fares	44,968,365	47,986,216	44,457,235
6010 State Transit Assistance	0	0	4,531,990
6020 State Assistance	0	4,774,000	0
6030 Federal Operating Assistance Grants	69,792,021	56,587,494	67,025,963
6040 Federal Capital Assistance Grants	15,303,399	6,432,963	149,857,651
6050 Reimbursement from Other Agencies	17,902,128	3,133,587	2,162,349
6100 Property Taxes	15,994,605	16,084,783	16,567,326
6107 Road Repair and Accountability Act	0	0	5,090,400
6110 License Fees	735	0	0
6200 Interest Income	2,064,921	5,875,166	8,525,105
6300 Other Non-operating Revenue	10,105,848	8,055,000	8,540,000
6500 Operating Transfers In	198,781,102	205,401,035	222,051,745
Subtotal Revenues	\$ 374,913,124	\$ 354,330,244	\$ 528,809,764
Use of Prior Year Designations	0	12,077,058	76,404,371
Total Sources	\$ 374,913,124	\$ 366,407,302	\$ 605,214,135
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7100 Salaries and Benefits	104,717,506	113,164,809	114,351,511
7300 Purchased Transportation Services	87,565,261	93,098,853	96,286,407
7400 Overhead Allocation	39,385,066	39,223,238	43,025,880
7500 Professional Services	21,317,036	22,217,483	27,199,485
7540 Insurance Claims/Premiums	-36,868	0	0
7600 General and Administrative	8,509,757	9,188,296	8,279,610
7700 Maintenance Parts and Fuel	14,079,841	17,267,185	21,546,791
7800 Contributions to Other Agencies	3,323,797	5,759,324	3,183,048
8200 Operating Transfers Out	5,956,109	5,451,145	4,600,219
9000 Capital Expenditures	27,270,885	15,126,138	233,124,652
Subtotal Expenses	\$ 312,088,390	\$ 320,496,471	\$ 551,597,603
Designations	62,824,734	45,910,831	53,616,532
Total Uses	\$ 374,913,124	\$ 366,407,302	\$ 605,214,135



STAF

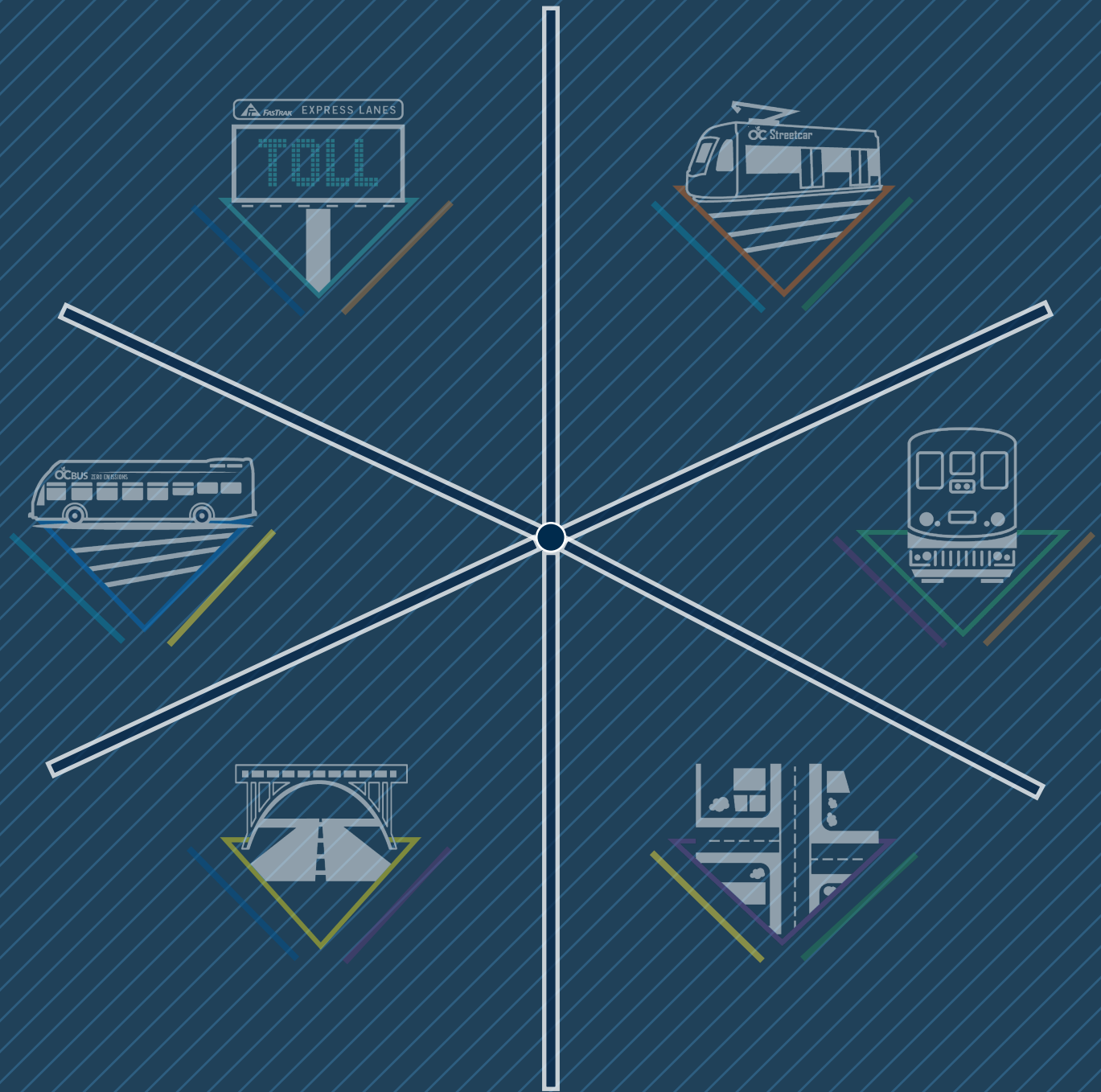
The STAF was created by the California Legislature in 1979, and provides a second source of TDA funding for transportation planning and mass transportation purposes. STAF revenues are derived from sales tax on diesel fuel. As of 2017, this revenue increased based on the passage of Transportation Road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

State Transit Assistance Fund Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6104 Sales Tax Revenue	17,268,113	16,463,373	22,450,182
6107 Road Repair and Accountability Act	15,545,226	19,143,076	24,329,412
6200 Interest Income	24,672	5,765	1,113
Subtotal Revenues	\$ 32,838,011	\$ 35,612,214	\$ 46,780,707
Total Sources	\$ 32,838,011	\$ 35,612,214	\$ 46,780,707
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7600 General and Administrative	1,159	0	0
8200 Operating Transfers Out	30,937,305	35,612,214	46,780,707
Subtotal Expenses	\$ 30,938,464	\$ 35,612,214	\$ 46,780,707
Designations	1,899,547	0	0
Total Uses	\$ 32,838,011	\$ 35,612,214	\$ 46,780,707

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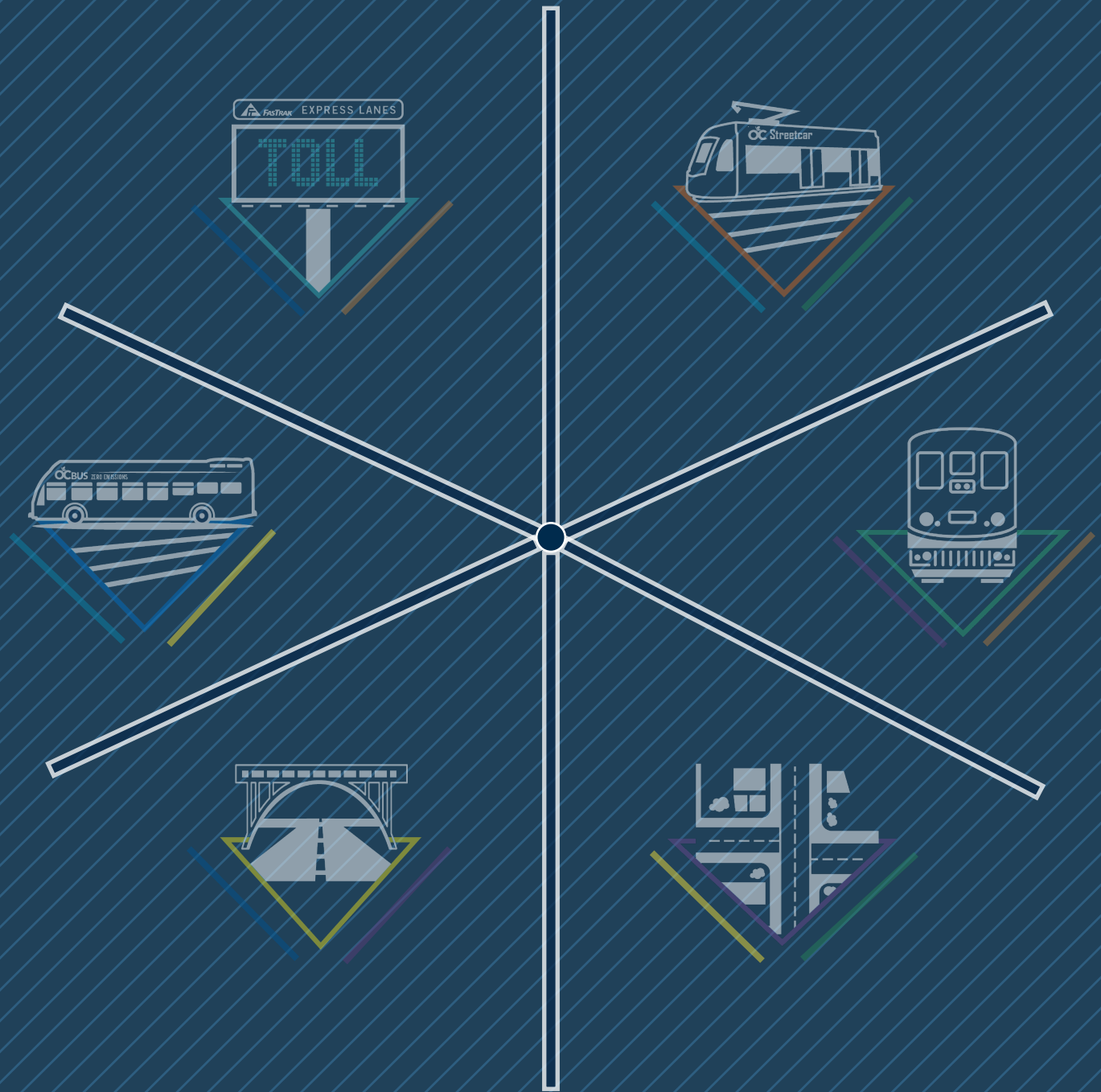
ADMINISTRATION

FISCAL YEAR 2019-20



ADMINISTRATION

FISCAL YEAR 2019-20





Administration Program

Description

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, financial analysis, procurement, planning, marketing, government relations, and human resources. Staff that support the Bus Program charge directly to the Orange County Transit District fund. Staff that support the Orange County Taxicab Administration Program (OCT-AP) charge directly to the OCTAP fund. All other staff charge to the General Fund. These General Fund salaries and benefits are allocated to the funds that support each of the programs.

Cost Allocation

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

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

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





Administration

Administrative Program Staffing

OCTA is comprised of seven divisions. Each division is organized by department. The table below shows staffing levels for FY 2017-18 through FY 2019-20.

Division / Department	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Office</u>			
Executive Office - CEO	5.00	5.00	5.00
Internal Audit	6.00	6.00	6.00
Express Lanes Program	3.00	7.00	7.00
Public Information Office	3.50	4.00	4.00
Clerk of the Board	4.00	4.00	4.00
Security and Emergency Preparedness	4.00	4.00	4.00
Executive Office	25.50	30.00	30.00
<u>Finance and Administration</u>			
Chief Financial Officer	4.00	4.00	4.00
Accounting and Financial Reporting	21.00	21.00	20.00
Financial Planning and Analysis	11.00	11.00	11.00
Revenue Administration	6.00	6.00	7.00
Contracts Administration and Materials Management	57.00	57.00	57.00
Information Systems	40.00	39.00	39.00
General Services	19.00	20.00	20.00
Treasury Department	2.00	2.00	2.00
Finance and Administration	160.00	160.00	160.00
<u>Human Resources and Organizational Development</u>			
Executive Director, HR&OD	2.00	2.00	3.00
Human Resources	26.00	27.00	26.00
Learning and Development	4.00	5.00	5.00
Risk Management	7.00	7.00	7.00
Safety	8.00	8.00	9.00
Human Resources and Organizational Development	47.00	49.00	50.00
<u>Planning</u>			
Executive Director, Planning	5.00	5.00	5.00
Director, Strategic Planning	3.00	3.00	3.00
Planning and Analysis	24.00	23.50	23.50
Capital and Local Programs	10.00	11.50	11.50
Planning	42.00	43.00	43.00

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Division / Department	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
Capital Programs			
Executive Director, Capital Programs	17.00	17.00	18.00
Rail	11.00	6.00	5.00
Highway Project Delivery	12.00	12.00	11.00
Capital Programs	40.00	35.00	34.00
External Affairs			
Executive Director, External Affairs	10.50	8.50	9.50
Director, Marketing and Public Outreach	3.00	3.00	2.00
Marketing and Customer Engagement	20.00	21.00	21.00
Public Outreach	12.00	12.00	12.00
External Affairs	45.50	44.50	44.50
Operations			
Chief Operating Officer	0.00	1.00	3.00
General Manager, Bus Operations	3.00	3.00	3.00
Motorist Services	7.00	7.00	7.50
Bus Operations	705.50	701.50	699.50
Contract Transportation Services	17.50	17.50	17.50
Maintenance	231.50	230.50	223.50
Scheduling and Bus Operations Support	12.00	12.00	12.00
Rail Operations	0.00	5.00	4.00
OC Streetcar	1.00	1.00	1.00
LOSSAN Staff Administration	9.00	13.00	14.00
Operations	986.50	991.50	985.00
Total Authority	1,346.50	1,353.00	1,346.50

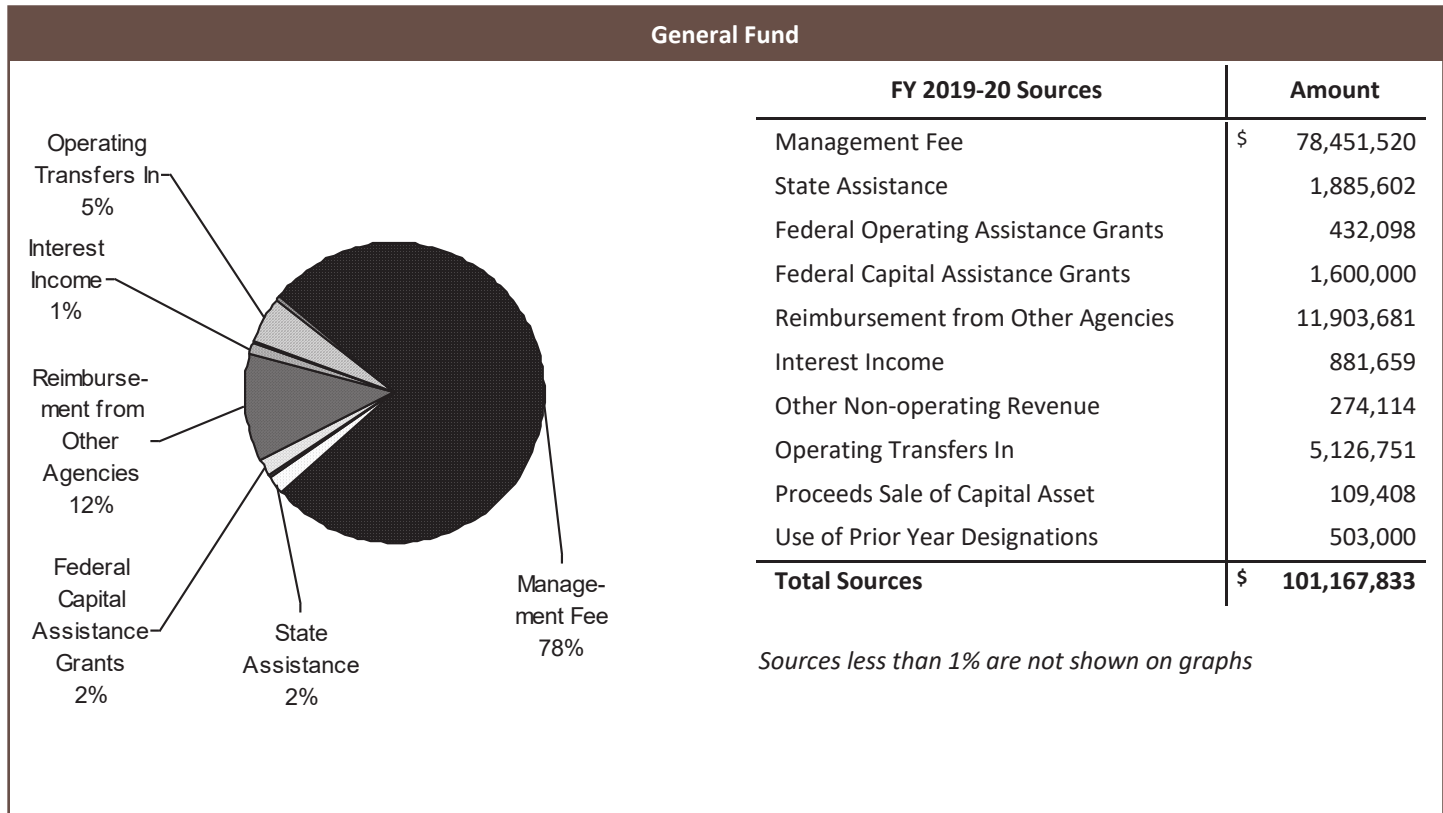
Los Angeles - San Diego - San Luis Obispo (LOSSAN) Agency

The OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. The LOSSAN is currently administered by 13 dedicated OCTA staff. These positions are funded through the Interagency Transfer Agreement (ITA) with the State of California.



Administration

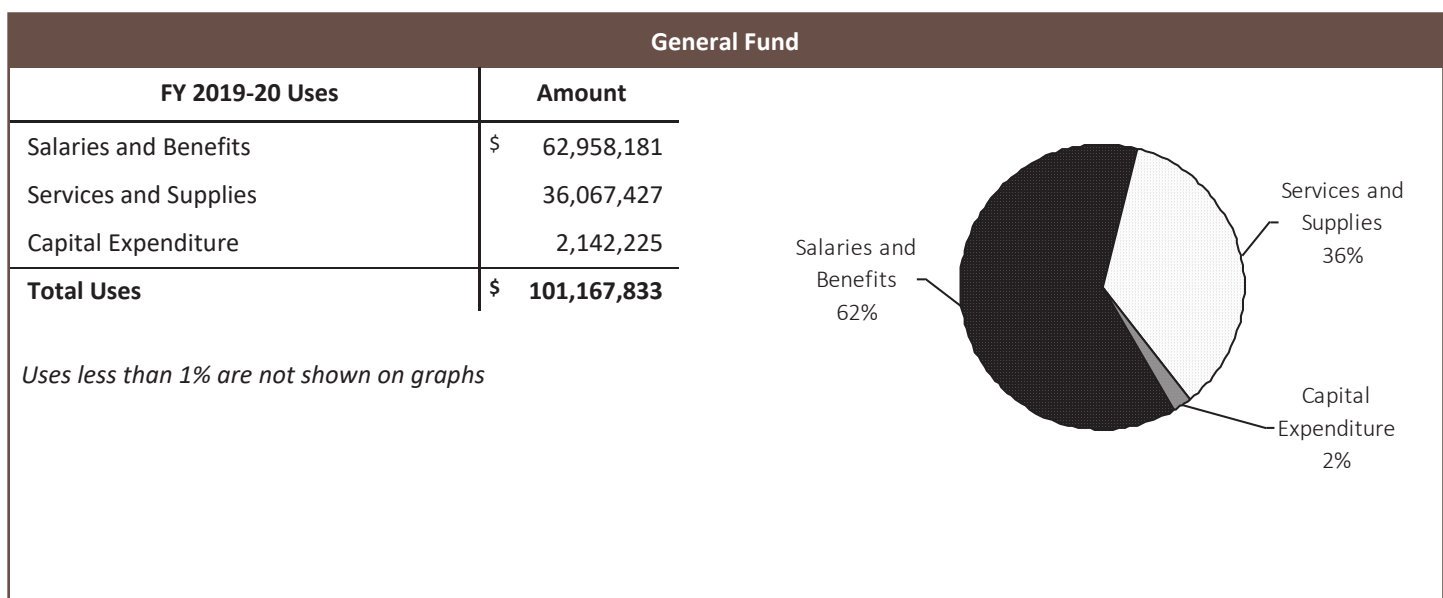
Administrative Funds



General Fund

The OCTA General Fund contains the administrative functions for OCTA. These functions include management, finance, project delivery, procurement, human

resources, planning, government relations, marketing, and outreach. Several divisions contribute to the successful completion of these responsibilities.





General Fund, continued

General Fund Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6020 State Assistance	2,064,491	1,310,687	1,885,602
6030 Federal Operating Assistance Grants	1,024,037	1,496,113	432,098
6040 Federal Capital Assistance Grants	288,581	1,150,000	1,600,000
6050 Reimbursement from Other Agencies	3,716,129	5,849,822	11,903,681
6200 Interest Income	533,847	388,434	881,659
6300 Other Non-operating Revenue	347,672	271,794	274,114
6400 Management Fee	65,937,821	70,737,714	78,451,520
6500 Operating Transfers In	6,674,864	9,390,736	5,126,751
6550 Proceeds Sale of Capital Asset	105,350	111,251	109,408
Subtotal Revenues	\$ 80,692,792	\$ 90,706,551	\$ 100,664,833
Use of Prior Year Designations	0	1,831,000	503,000
Total Sources	\$ 80,692,792	\$ 92,537,551	\$ 101,167,833
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7100 Salaries and Benefits	52,670,494	58,521,903	62,958,181
7500 Professional Services	11,034,151	18,003,690	23,538,501
7540 Insurance Claims/Premiums	571	0	0
7600 General and Administrative	8,016,586	9,266,672	9,496,051
7700 Maintenance Parts and Fuel	1,807	2,000	0
7800 Contributions to Other Agencies	240,323	3,068,539	3,032,875
8200 Operating Transfers Out	106,206	0	0
9000 Capital Expenditures	1,010,769	3,674,747	2,142,225
Subtotal Expenses	\$ 73,080,907	\$ 92,537,551	\$ 101,167,833
Designations	7,611,885	0	0
Total Uses	\$ 80,692,792	\$ 92,537,551	\$ 101,167,833



Administration

American Public Transportation Association (APTA) Fund

The City of Anaheim has been selected to host the 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 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6300 Other Non-operating Revenue	0	5,000	0
6500 Operating Transfers In	21,358	0	45,000
Subtotal Revenues	\$ 21,358	\$ 5,000	\$ 45,000
Total Sources	\$ 21,358	\$ 5,000	\$ 45,000
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7500 Professional Services	20,611	5,000	20,000
7600 General and Administrative	747	0	25,000
Subtotal Expenses	\$ 21,358	\$ 5,000	\$ 45,000
Total Uses	\$ 21,358	\$ 5,000	\$ 45,000



Additional Retirement Benefit Account (ARBA) Trust Fund

OCTA currently provides a supplemental retirement benefit known as ARBA. This benefit is offered to retired members of Orange County Employees Retirement System (OCERS) 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 2019-20 budget to fund the benefit.

ARBA Trust Fund Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6200 Interest Income	1,179,431	1,779,877	1,038,491
6300 Other Non-operating Revenue	931,086	1,000,000	938,538
Subtotal Revenues	\$ 2,110,517	\$ 2,779,877	\$ 1,977,029
Total Sources	\$ 2,110,517	\$ 2,779,877	\$ 1,977,029
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7800 Contributions to Other Agencies	1,228,951	1,031,233	1,243,386
Subtotal Expenses	\$ 1,228,951	\$ 1,031,233	\$ 1,243,386
Designations	881,566	1,748,644	733,643
Total Uses	\$ 2,110,517	\$ 2,779,877	\$ 1,977,029



Administration

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

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

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

Internal Service Fund-PL and PD Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
5300 Charges for Services	4,075,914	4,809,513	3,379,366
6200 Interest Income	58,100	229,652	294,956
6300 Other Non-operating Revenue	1,064,117	250,000	250,000
Subtotal Revenues	\$ 5,198,131	\$ 5,289,165	\$ 3,924,322
Use of Prior Year Designations	0	5,289,165	0
Total Sources	\$ 5,198,131	\$ 10,578,330	\$ 3,924,322
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	134,678	139,477	173,709
7500 Professional Services	950,840	1,569,188	1,528,143
7540 Insurance Claims/Premiums	2,771,763	3,580,500	2,222,470
7800 Contributions to Other Agencies	228,728	0	0
Subtotal Expenses	\$ 4,086,009	\$ 5,289,165	\$ 3,924,322
Designations	1,112,122	5,289,165	0
Total Uses	\$ 5,198,131	\$ 10,578,330	\$ 3,924,322



ISF - Workers' Compensation Fund

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

Internal Service Fund-Workers' Compensation Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
5300 Charges for Services	5,893,908	5,795,231	5,092,826
6200 Interest Income	111,850	387,088	519,769
6300 Other Non-operating Revenue	478,715	650,000	650,000
Subtotal Revenues	\$ 6,484,473	\$ 6,832,319	\$ 6,262,595
Total Sources	\$ 6,484,473	\$ 6,832,319	\$ 6,262,595
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7400 Overhead Allocation	63,666	67,441	82,117
7500 Professional Services	29,532	19,878	271,535
7540 Insurance Claims/Premiums	5,731,480	6,590,000	5,683,943
7800 Contributions to Other Agencies	175,855	155,000	225,000
Subtotal Expenses	\$ 6,000,533	\$ 6,832,319	\$ 6,262,595
Designations	483,940	0	0
Total Uses	\$ 6,484,473	\$ 6,832,319	\$ 6,262,595



Administration

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 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6200 Interest Income	83	0	107
6300 Other Non-operating Revenue	14,515	13,245	13,510
Subtotal Revenues	\$ 14,598	\$ 13,245	\$ 13,617
Use of Prior Year Designations	20	0	0
Total Sources	\$ 14,618	\$ 13,245	\$ 13,617
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7500 Professional Services	13	0	0
7600 General and Administrative	308	0	0
7800 Contributions to Other Agencies	14,297	13,245	13,617
Subtotal Expenses	\$ 14,618	\$ 13,245	\$ 13,617
Total Uses	\$ 14,618	\$ 13,245	\$ 13,617



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

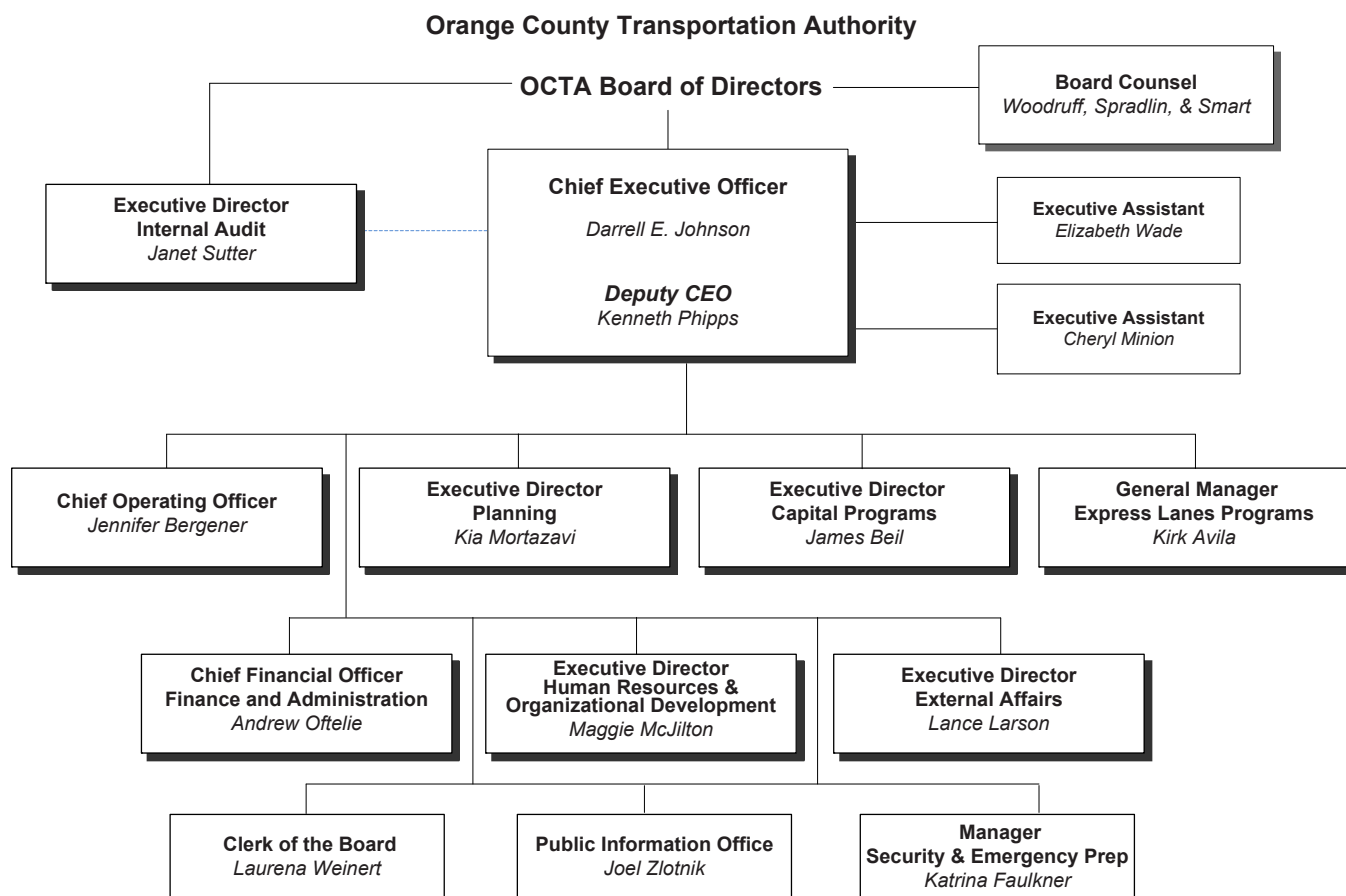
The OCUTT Fund accumulates interest earned on the Transit Development Capital Projects Fund. In 2004, OCUTT funds were earmarked by the OCTA Board for project readiness activities managed by the Planning Division.

Orange County Unified Transportation Trust Sources & Uses			
Sources Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
6200 Interest Income	113,562	207,480	153,434
Subtotal Revenues	\$ 113,562	\$ 207,480	\$ 153,434
Total Sources	\$ 113,562	\$ 207,480	\$ 153,434
Uses Summary			
Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
7500 Professional Services	14,727	106,978	118,091
Subtotal Expenses	\$ 14,727	\$ 106,978	\$ 118,091
Designations	98,835	100,502	35,343
Total Uses	\$ 113,562	\$ 207,480	\$ 153,434



Executive Office

Executive Office Division Organizational Chart



Executive Office Division

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

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



Executive Office Division Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Office - CEO</u>			
Administrative Specialist	1.00	1.00	1.00
Chief Executive Officer	1.00	1.00	1.00
Deputy Executive Officer	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Executive Office - CEO	5.00	5.00	5.00
<u>Internal Audit</u>			
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Internal Auditor	3.00	3.00	3.00
Section Manager	1.00	1.00	1.00
Internal Audit	6.00	6.00	6.00
<u>Express Lanes Program</u>			
Executive Assistant	0.00	1.00	1.00
Financial Analyst	0.00	1.00	1.00
General Manager	1.00	1.00	1.00
IS Project Manager	1.00	2.00	2.00
Project Manager	1.00	2.00	2.00
Express Lanes Program	3.00	7.00	7.00
<u>Public Information Office</u>			
Communications Manager	0.00	1.00	1.00
Communications Specialist	0.50	3.00	3.00
Marketing Specialist	1.00	0.00	0.00
Strategic Communications Coordinator	1.00	0.00	0.00
Strategic Communications Manager	1.00	0.00	0.00
Public Information Office	3.50	4.00	4.00

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Executive Office

Executive Office Division Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<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
Clerk of the Board	4.00	4.00	4.00
<u>Security and Emergency Preparedness</u>			
Administrative Specialist	0.00	0.00	1.00
Department Manager	1.00	1.00	1.00
Emergency Management	1.00	1.00	1.00
Office Specialist	1.00	1.00	0.00
Security Specialist	1.00	1.00	1.00
Security and Emergency Preparedness	4.00	4.00	4.00
Total Executive Office	25.50	30.00	30.00



Executive Office Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,972,085	3,078,319	3,244,560
7150 Extra Help Employees	97,988	105,400	93,500
7209 Deferred Compensation	151,297	91,732	97,931
7210 Pensions	933,124	963,657	1,122,498
7220 Insurances	79,244	103,363	90,403
7240 Health Care	499,130	397,847	456,076
7260 Compensated Absences	366,560	385,692	453,070
7270 Workers' Compensation	74,943	58,391	55,922
7280 Other Benefits	251,302	327,512	344,291
Subtotal Salaries and Benefits	\$ 5,425,673	\$ 5,511,913	\$ 5,958,251
<u>Services and Supplies</u>			
7510 Professional Services	98,844	1,347,062	726,700
7610 Outside Services	5,510,043	6,351,584	6,889,373
7650 Travel, Training, and Mileage	71,306	98,165	103,598
7660 Office Expense	13,028	18,123	19,280
7670 Miscellaneous Expense	322,695	347,125	349,210
7750 Maintenance Expense	15,620	0	0
7790 Other Materials and Supplies	30,977	22,500	22,500
Subtotal Services and Supplies	\$ 6,062,513	\$ 8,184,559	\$ 8,110,661
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	199,952	0	0
Subtotal Capital Expenditure	\$ 199,952	\$ 0	\$ 0
Total Uses	\$ 11,688,138	\$ 13,696,472	\$ 14,068,912



Executive Office

Executive Office – Chief Executive Officer (CEO)

The 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 re-

finement of the organizational structure of OCTA, establishing and executing strategic plans, and fostering an environment conducive to employee development.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Executive Office - CEO			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	812,756	787,408	812,887
7209 Deferred Compensation	76,596	23,460	24,530
7210 Pensions	239,845	248,693	283,793
7220 Insurances	20,212	26,434	22,644
7240 Health Care	82,042	84,152	90,738
7260 Compensated Absences	75,917	98,638	113,482
7270 Workers' Compensation	20,166	10,816	9,316
7280 Other Benefits	103,291	61,118	63,510
Subtotal Salaries and Benefits	\$ 1,430,825	\$ 1,340,719	\$ 1,420,900
<u>Services and Supplies</u>			
7510 Professional Services	450	4,000	4,000
7650 Travel, Training, and Mileage	23,929	27,475	27,750
7660 Office Expense	1,302	1,843	2,000
7670 Miscellaneous Expense	310,747	322,039	323,035
Subtotal Services and Supplies	\$ 336,428	\$ 355,357	\$ 356,785
Executive Office - CEO Total	\$ 1,767,253	\$ 1,696,076	\$ 1,777,685



Internal Audit

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Internal Audit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	653,532	702,321	728,189
7209 Deferred Compensation	19,956	20,958	22,006
7210 Pensions	221,401	220,277	252,507
7220 Insurances	17,329	23,615	20,315
7240 Health Care	95,711	87,599	113,662
7260 Compensated Absences	118,175	88,119	101,808
7270 Workers' Compensation	16,589	12,975	11,185
7280 Other Benefits	45,442	47,379	48,971
Subtotal Salaries and Benefits	\$ 1,188,135	\$ 1,203,243	\$ 1,298,643
<u>Services and Supplies</u>			
7510 Professional Services	52,298	925,062	125,000
7650 Travel, Training, and Mileage	10,869	14,384	14,425
7660 Office Expense	703	2,800	2,800
7670 Miscellaneous Expense	2,369	2,930	3,145
Subtotal Services and Supplies	\$ 66,239	\$ 945,176	\$ 145,370
Internal Audit Total	\$ 1,254,374	\$ 2,148,419	\$ 1,444,013



Executive Office

Express Lanes

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Express Lanes Program			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	503,269	542,221	623,020
7209 Deferred Compensation	22,823	16,216	18,869
7210 Pensions	159,317	170,983	216,891
7220 Insurances	12,249	18,272	17,419
7240 Health Care	60,154	58,433	85,689
7260 Compensated Absences	42,332	68,182	87,298
7270 Workers' Compensation	12,338	8,650	13,050
7280 Other Benefits	62,427	38,735	43,299
Subtotal Salaries and Benefits	\$ 874,909	\$ 921,692	\$ 1,105,535
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	0	2,869
Subtotal Services and Supplies	\$ 0	\$ 0	\$ 2,869
Express Lanes Program Total	\$ 874,909	\$ 921,692	\$ 1,108,404



Public Information Office

The Public Information Office develops public information programs related to the various projects and services which OCTA delivers. Staff works strategically and creatively to gain consistent, clear media coverage of OCTA policies, programs, promotions, and services. In addition to issuing news releases, updating online media communications, and fulfilling media requests for information. Staff regularly files press releases, organizes media briefings and roundtables, arranges tours, and schedules interview and filming sessions. The Public Information Office is responsible for OCTA speaker's bureau and corporate communications such as annual reports, Board Briefing Book, and fact sheets.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Public Information Office			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	357,320	393,464	388,282
7150 Extra Help Employees	12,792	11,900	0
7209 Deferred Compensation	15,321	11,767	11,760
7210 Pensions	114,188	122,766	133,526
7220 Insurances	9,833	13,260	10,856
7240 Health Care	18,189	33,842	25,662
7260 Compensated Absences	49,102	49,476	54,408
7270 Workers' Compensation	8,865	8,650	7,457
7280 Other Benefits	15,460	21,448	21,263
Subtotal Salaries and Benefits	\$ 601,070	\$ 666,573	\$ 653,214
<u>Services and Supplies</u>			
7510 Professional Services	5,000	10,000	10,000
7610 Outside Services	31,483	50,000	50,000
7650 Travel, Training, and Mileage	3,829	2,700	3,022
7660 Office Expense	134	2,980	3,980
7670 Miscellaneous Expense	2,170	2,816	2,940
Subtotal Services and Supplies	\$ 42,616	\$ 68,496	\$ 69,942
Public Information Office Total	\$ 643,686	\$ 735,069	\$ 723,156



Executive Office

Clerk of the Board

The Clerk of the Board oversees the accurate recording and preserving of OCTA's official and historical records, in addition to providing them to the public upon request. The department is responsible for the entire Board and Committee agenda process, including preparation and distribution of agendas, ensuring public meetings are held in compliance with California open meeting laws, recording of actions taken by the Board and Committees, and maintaining a comprehensive records management system supporting Board and Committee actions.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Clerk of the Board			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	325,042	323,748	335,251
7150 Extra Help Employees	83,650	93,500	93,500
7209 Deferred Compensation	10,334	9,487	9,956
7210 Pensions	102,901	98,609	113,036
7220 Insurances	11,388	10,690	9,190
7240 Health Care	194,487	80,641	84,440
7260 Compensated Absences	32,473	39,886	46,058
7270 Workers' Compensation	9,464	8,650	7,457
7280 Other Benefits	24,682	140,889	147,701
Subtotal Salaries and Benefits	\$ 794,421	\$ 806,100	\$ 846,589
<u>Services and Supplies</u>			
7610 Outside Services	16,295	38,800	35,825
7650 Travel, Training, and Mileage	13,287	35,619	36,279
7660 Office Expense	7,882	7,000	7,000
7670 Miscellaneous Expense	3,899	14,500	14,500
Subtotal Services and Supplies	\$ 41,363	\$ 95,919	\$ 93,604
Clerk of the Board Total	\$ 835,784	\$ 902,019	\$ 940,193



Security and Emergency Preparedness

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

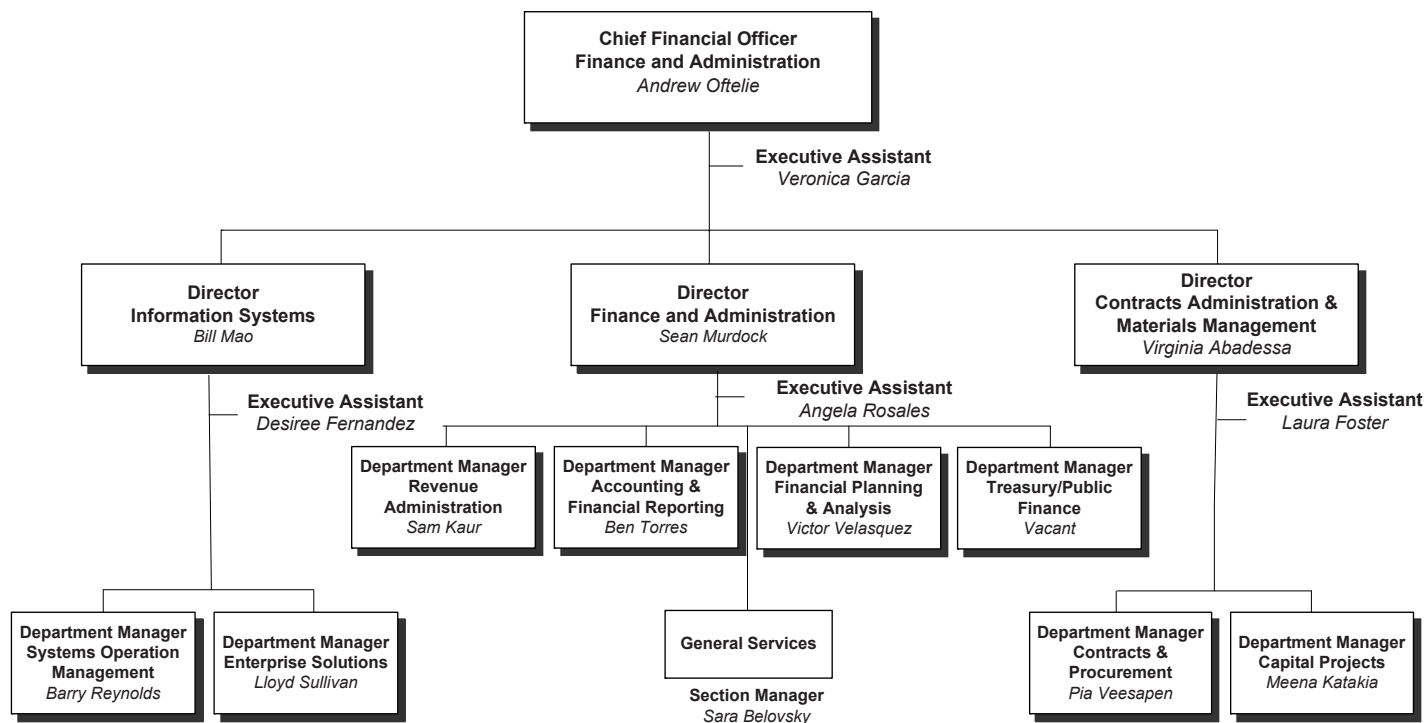
for Transit Police services. Under this contract, the OCSD provides security and law enforcement services for OCTA's bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. The department encompasses all OCTA actions to prepare for, respond to, and recover from disasters. Planning, training OCTA personnel, exercising emergency plans, and coordinating with the County of Orange Emergency Management Department are ongoing activities.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Security and Emergency Preparedness			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	320,166	329,157	356,931
7150 Extra Help Employees	1,719	0	0
7209 Deferred Compensation	6,267	9,844	10,810
7210 Pensions	95,478	102,329	122,745
7220 Insurances	8,243	11,092	9,979
7240 Health Care	48,547	53,180	55,885
7260 Compensated Absences	48,561	41,391	50,016
7270 Workers' Compensation	7,524	8,650	7,457
7280 Other Benefits	0	17,943	19,547
Subtotal Salaries and Benefits	\$ 536,505	\$ 573,586	\$ 633,370
<u>Services and Supplies</u>			
7510 Professional Services	41,096	408,000	587,700
7610 Outside Services	5,457,265	6,262,784	6,803,548
7650 Travel, Training, and Mileage	19,392	17,987	19,253
7660 Office Expense	3,007	3,500	3,500
7670 Miscellaneous Expense	3,510	4,840	5,590
7750 Maintenance Expense	15,620	0	0
7790 Other Materials and Supplies	30,977	22,500	22,500
Subtotal Services and Supplies	\$ 5,570,867	\$ 6,719,611	\$ 7,442,091
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	199,952	0	0
Subtotal Capital Expenditure	\$ 199,952	\$ 0	\$ 0
Security and Emergency Preparedness Total	\$ 6,307,324	\$ 7,293,197	\$ 8,075,461



Finance and Administration

Finance and Administration Division Organizational Chart



Finance and Administration Division

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

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



Finance and Administration Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Chief Financial Officer</u>			
Chief Financial Officer	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Chief Financial Officer	4.00	4.00	4.00
<u>Accounting and Financial Reporting</u>			
Accountant	4.00	4.00	4.00
Accounting Specialist	9.00	9.00	8.00
Business Systems Analyst	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Payroll Administrator	1.00	1.00	1.00
Section Manager	5.00	5.00	5.00
Accounting and Financial Reporting	21.00	21.00	20.00
<u>Financial Planning and Analysis</u>			
Department Manager	1.00	1.00	1.00
Financial Analyst	8.00	7.00	7.00
Section Manager	2.00	3.00	3.00
Financial Planning and Analysis	11.00	11.00	11.00
<u>Revenue Administration</u>			
Department Manager	1.00	1.00	1.00
Financial Analyst	3.00	3.00	4.00
Section Manager	1.00	2.00	2.00
Section Supervisor	1.00	0.00	0.00
Revenue Administration	6.00	6.00	7.00

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Finance and Administration

Finance and Administration Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Contracts Administration and Materials Management</u>			
Business Systems Analyst	1.00	1.00	1.00
Buyer	4.00	4.00	3.00
Contract Administrator	15.00	15.00	16.00
Department Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Materials Management Planner	1.00	1.00	1.00
Office Specialist	2.00	2.00	2.00
Section Manager	5.00	5.00	5.00
Section Supervisor	3.00	3.00	3.00
Warranty Coordinator	2.00	2.00	2.00
Equipment Parts Clerk	17.00	17.00	17.00
Inventory Analyst	1.00	1.00	1.00
Stockroom Clerk	2.00	2.00	2.00
Contracts Administration and Materials Management	57.00	57.00	57.00
<u>Information Systems</u>			
Business Systems Analyst	9.00	9.00	9.00
Data Architect	1.00	1.00	1.00
Database Administrator	1.00	1.00	1.00
Department Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Help Desk Technician	3.00	3.00	3.00
Intranet Specialist	1.00	1.00	1.00
IS Project Manager	4.00	4.00	4.00
IS Security Analyst	1.00	1.00	1.00
IS Systems Architect	1.00	1.00	1.00
Network Analyst	2.00	1.00	1.00
Office Specialist	1.00	0.00	0.00
Programmer Analyst	2.00	2.00	2.00
Section Manager	4.00	4.00	4.00
Systems Software Analyst	4.00	5.00	5.00
Telecommunications Coordinator	1.00	1.00	1.00
Transportation Analyst	1.00	1.00	1.00
Information Systems	40.00	39.00	39.00

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Finance and Administration Staffing, continued

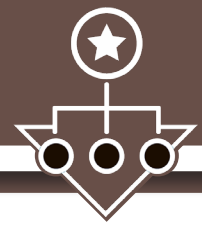
Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>General Services</u>			
Accounting Specialist	1.00	1.00	1.00
Digital Reprographics	3.00	3.00	3.00
General Services Specialist	5.00	5.00	5.00
Office Specialist	5.00	5.00	5.00
Records Management Administrator	1.00	1.00	1.00
Section Manager	2.00	2.00	2.00
Section Supervisor	2.00	3.00	3.00
General Services	19.00	20.00	20.00
<u>Treasury Department</u>			
Department Manager	1.00	1.00	1.00
Deputy Treasurer	1.00	1.00	1.00
Treasury Department	2.00	2.00	2.00
Total Finance and Administration	160.00	160.00	160.00



Finance and Administration

Finance and Administration Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	13,027,492	13,929,408	14,238,935
7150 Extra Help Employees	102,019	140,250	133,500
7209 Deferred Compensation	320,490	408,464	418,879
7210 Pensions	4,231,104	4,323,812	4,890,781
7220 Insurances	341,497	461,134	390,766
7240 Health Care	2,559,475	2,736,483	2,835,738
7260 Compensated Absences	1,804,596	1,740,608	2,000,637
7270 Workers' Compensation	325,062	331,986	286,654
7280 Other Benefits	867,700	954,006	827,671
Subtotal Salaries and Benefits	\$ 23,579,435	\$ 25,026,151	\$ 26,023,561
<u>Services and Supplies</u>			
7510 Professional Services	4,494,907	6,493,144	6,606,999
7540 Insurance Claims Expense	948	0	0
7610 Outside Services	5,848,297	6,923,845	7,422,002
7630 Advertising Fees	54,597	56,500	56,500
7640 Utilities	2,801,400	2,944,866	3,082,390
7650 Travel, Training, and Mileage	162,555	151,818	173,151
7660 Office Expense	2,210,932	3,253,995	2,772,264
7670 Miscellaneous Expense	192,803	163,936	163,471
7690 Leases	4,175,276	3,785,507	4,193,186
7710 Fuels and Lubricants	1,807	2,000	0
7750 Maintenance Expense	-68,835	373,500	103,500
7790 Other Materials and Supplies	50,472	37,500	33,500
7830 Contributions to Other Agencies	13,465	13,465	13,530
Subtotal Services and Supplies	\$ 19,938,624	\$ 24,200,076	\$ 24,620,493
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	2,817,013	2,935,240	3,597,225
Subtotal Capital Expenditure	\$ 2,817,013	\$ 2,935,240	\$ 3,597,225
Total Uses	\$ 46,335,072	\$ 52,161,467	\$ 54,241,279



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

The Chief Financial Officer of F&A encompasses the general oversight and management of the division. The department is responsible for initiating division-wide policy directives and the attainment of goals and objectives. The department undertakes all F&A personnel actions and ensures compliance with personnel related policies and procedures.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Chief Financial Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	542,642	539,283	561,063
7150 Extra Help Employees	231	0	0
7209 Deferred Compensation	26,420	16,128	16,992
7210 Pensions	179,822	172,488	198,227
7220 Insurances	13,719	18,173	15,687
7240 Health Care	75,412	74,061	79,188
7260 Compensated Absences	69,699	67,814	78,617
7270 Workers' Compensation	13,721	8,650	7,457
7280 Other Benefits	59,980	47,756	49,086
Subtotal Salaries and Benefits	\$ 981,646	\$ 944,353	\$ 1,006,317
<u>Services and Supplies</u>			
7510 Professional Services	1,409,688	1,270,000	1,230,000
7650 Travel, Training, and Mileage	6,776	4,706	5,532
7660 Office Expense	1,937	2,500	2,500
7670 Miscellaneous Expense	20,163	9,620	10,020
7830 Contributions to Other Agencies	13,465	13,465	13,530
Subtotal Services and Supplies	\$ 1,452,029	\$ 1,300,291	\$ 1,261,582
Chief Financial Officer Total	\$ 2,433,675	\$ 2,244,644	\$ 2,267,899



Finance and Administration

Accounting and Financial Reporting

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Accounting and Financial Reporting			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,631,948	1,691,587	1,660,381
7209 Deferred Compensation	37,969	50,436	50,132
7210 Pensions	527,552	524,346	569,290
7220 Insurances	42,427	56,835	46,273
7240 Health Care	370,028	375,164	372,297
7260 Compensated Absences	230,169	212,069	231,938
7270 Workers' Compensation	39,687	45,411	37,284
7280 Other Benefits	98,598	92,128	90,852
Subtotal Salaries and Benefits	\$ 2,978,378	\$ 3,047,976	\$ 3,058,447
<u>Services and Supplies</u>			
7510 Professional Services	18,968	24,800	111,335
7610 Outside Services	54,704	112,000	70,640
7630 Advertising Fees	1,686	2,500	2,500
7640 Utilities	244	0	0
7650 Travel, Training, and Mileage	9,787	19,468	19,463
7660 Office Expense	9,910	13,450	12,290
7670 Miscellaneous Expense	6,059	9,405	10,276
Subtotal Services and Supplies	\$ 101,358	\$ 181,623	\$ 226,504
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	21,246	0	25,670
Subtotal Capital Expenditure	\$ 21,246	\$ 0	\$ 25,670
Accounting and Financial Reporting Total	\$ 3,100,982	\$ 3,229,599	\$ 3,310,621



Financial Planning and Analysis

The Financial Planning and Analysis Department is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan, and fixed-asset replacement planning. The department is responsible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, overseeing bus transit contracts, and verifying budget authority for requisitions.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Financial Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	999,969	982,190	978,725
7150 Extra Help Employees	6,796	12,750	13,500
7209 Deferred Compensation	22,338	29,373	29,642
7210 Pensions	314,049	305,819	337,078
7220 Insurances	25,300	33,097	27,367
7240 Health Care	160,089	158,440	155,821
7260 Compensated Absences	110,827	123,506	137,140
7270 Workers' Compensation	24,009	25,949	20,506
7280 Other Benefits	76,190	53,539	53,599
Subtotal Salaries and Benefits	\$ 1,739,567	\$ 1,724,663	\$ 1,753,378
<u>Services and Supplies</u>			
7510 Professional Services	208,740	185,536	544,158
7650 Travel, Training, and Mileage	7,255	8,814	9,630
7660 Office Expense	2,291	16,000	510,552
7670 Miscellaneous Expense	404	793	623
Subtotal Services and Supplies	\$ 218,690	\$ 211,143	\$ 1,064,963
Financial Planning and Analysis Total	\$ 1,958,257	\$ 1,935,806	\$ 2,818,341



Finance and Administration

Revenue Administration

The Revenue Administration Department is tasked with the management and administration of all federal and state grants from the point of grant award through the close-out process. The department ensures accurate and timely receipt of all grant funds and certifies that OCTA meets all federal and state compliance requirements. In addition, this department is responsible for all revenue administration, including fare policy and adjustments, fare stabilization revenue, administration of the Transportation Development Act, and local sales tax revenue administration.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Revenue Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	403,544	602,206	685,017
7150 Extra Help Employees	0	12,750	12,000
7209 Deferred Compensation	11,440	18,009	20,747
7210 Pensions	132,301	187,691	236,020
7220 Insurances	11,169	20,296	19,154
7240 Health Care	75,337	98,737	116,280
7260 Compensated Absences	60,582	75,726	95,985
7270 Workers' Compensation	10,289	10,812	13,050
7280 Other Benefits	23,593	32,825	37,515
Subtotal Salaries and Benefits	\$ 728,255	\$ 1,059,052	\$ 1,235,768
<u>Services and Supplies</u>			
7510 Professional Services	0	100,000	541,000
7610 Outside Services	279,187	387,821	407,000
7650 Travel, Training, and Mileage	5,583	11,125	11,735
7660 Office Expense	6,480	7,500	2,000
7670 Miscellaneous Expense	0	1,260	1,320
Subtotal Services and Supplies	\$ 291,250	\$ 507,706	\$ 963,055
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	10,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 10,000
Revenue Administration Total	\$ 1,019,505	\$ 1,566,758	\$ 2,208,823



Contracts Administration and Materials Management (CAMM)

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Contracts Administration and Materials Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,126,172	4,356,967	4,491,503
7150 Extra Help Employees	56,702	67,150	63,000
7209 Deferred Compensation	89,621	122,569	124,075
7210 Pensions	1,314,156	1,340,921	1,532,799
7220 Insurances	104,891	138,977	118,614
7240 Health Care	878,728	940,813	990,604
7260 Compensated Absences	609,257	538,499	636,722
7270 Workers' Compensation	100,859	109,255	94,640
7280 Other Benefits	175,968	263,174	266,858
Subtotal Salaries and Benefits	\$ 7,456,354	\$ 7,878,325	\$ 8,318,815
<u>Services and Supplies</u>			
7510 Professional Services	184,440	330,005	298,005
7540 Insurance Claims Expense	465	0	0
7610 Outside Services	1,813	44,000	13,000
7630 Advertising Fees	52,911	54,000	54,000
7650 Travel, Training, and Mileage	4,914	15,405	15,915
7660 Office Expense	16,240	14,645	12,558
7670 Miscellaneous Expense	88,266	95,973	96,582
7750 Maintenance Expense	-70,977	370,000	100,000
7790 Other Materials and Supplies	17,145	3,000	2,000
Subtotal Services and Supplies	\$ 295,217	\$ 927,028	\$ 592,060
Contracts Administration and Materials Management Total	\$ 7,751,571	\$ 8,805,353	\$ 8,910,875

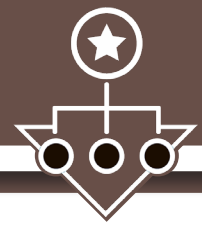


Finance and Administration

Information Systems

The Information Systems Department manages the effective and secure delivery of computing and communication solutions to all OCTA business units. The department is responsible for providing reliable computing, systems and business support, business intelligence/analytics, cybersecurity, project management, and technology training. Information Systems is also responsible for OCTA's new Innovation Office which researches and deploys innovative ideas and technologies in the transportation industry.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Information Systems			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,173,910	4,342,941	4,516,870
7150 Extra Help Employees	38,290	47,600	45,000
7209 Deferred Compensation	102,623	129,732	136,651
7210 Pensions	1,386,608	1,352,777	1,555,911
7220 Insurances	110,356	146,182	126,154
7240 Health Care	703,639	729,075	757,493
7260 Compensated Absences	573,072	545,481	632,212
7270 Workers' Compensation	104,742	84,336	72,704
7280 Other Benefits	304,045	245,637	256,271
Subtotal Salaries and Benefits	\$ 7,497,285	\$ 7,623,761	\$ 8,099,266
<u>Services and Supplies</u>			
7510 Professional Services	2,482,894	4,118,003	3,732,501
7610 Outside Services	4,975,314	5,855,224	6,133,762
7640 Utilities	988,880	932,862	1,078,600
7650 Travel, Training, and Mileage	123,085	75,813	93,992
7660 Office Expense	1,401,565	2,106,500	602,290
7670 Miscellaneous Expense	2,022	2,825	2,390
7750 Maintenance Expense	2,142	3,500	3,500
Subtotal Services and Supplies	\$ 9,975,902	\$ 13,094,727	\$ 11,647,035
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	2,582,647	2,935,240	3,396,555
Subtotal Capital Expenditure	\$ 2,582,647	\$ 2,935,240	\$ 3,396,555
Information Systems Total	\$ 20,055,834	\$ 23,653,728	\$ 23,142,856



General Services

General Services provides a variety of support services to OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and acts as liaison between property management and OCTA. In addition, the department oversees records management, mail services, reprographics, OCTA Store, and OCTA’s receptionist staff.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
General Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	981,317	1,128,097	1,152,153
7209 Deferred Compensation	26,155	33,660	34,788
7210 Pensions	324,982	350,816	395,009
7220 Insurances	29,045	37,931	32,113
7240 Health Care	262,934	319,127	325,744
7260 Compensated Absences	130,909	141,531	160,950
7270 Workers' Compensation	27,965	43,248	37,285
7280 Other Benefits	126,808	203,350	62,908
Subtotal Salaries and Benefits	\$ 1,910,115	\$ 2,257,760	\$ 2,200,950
<u>Services and Supplies</u>			
7510 Professional Services	247,843	325,000	0
7540 Insurance Claims Expense	483	0	0
7610 Outside Services	537,279	524,800	797,600
7640 Utilities	1,812,276	2,012,004	2,003,790
7650 Travel, Training, and Mileage	4,919	13,926	14,323
7660 Office Expense	688,473	973,400	1,488,074
7670 Miscellaneous Expense	7,250	10,300	8,500
7690 Leases	4,175,276	3,785,507	4,193,186
7710 Fuels and Lubricants	1,807	2,000	0
7790 Other Materials and Supplies	33,327	34,500	31,500
Subtotal Services and Supplies	\$ 7,508,933	\$ 7,681,437	\$ 8,536,973
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	213,120	0	165,000
Subtotal Capital Expenditure	\$ 213,120	\$ 0	\$ 165,000
General Services Total	\$ 9,632,168	\$ 9,939,197	\$ 10,902,923



Finance and Administration

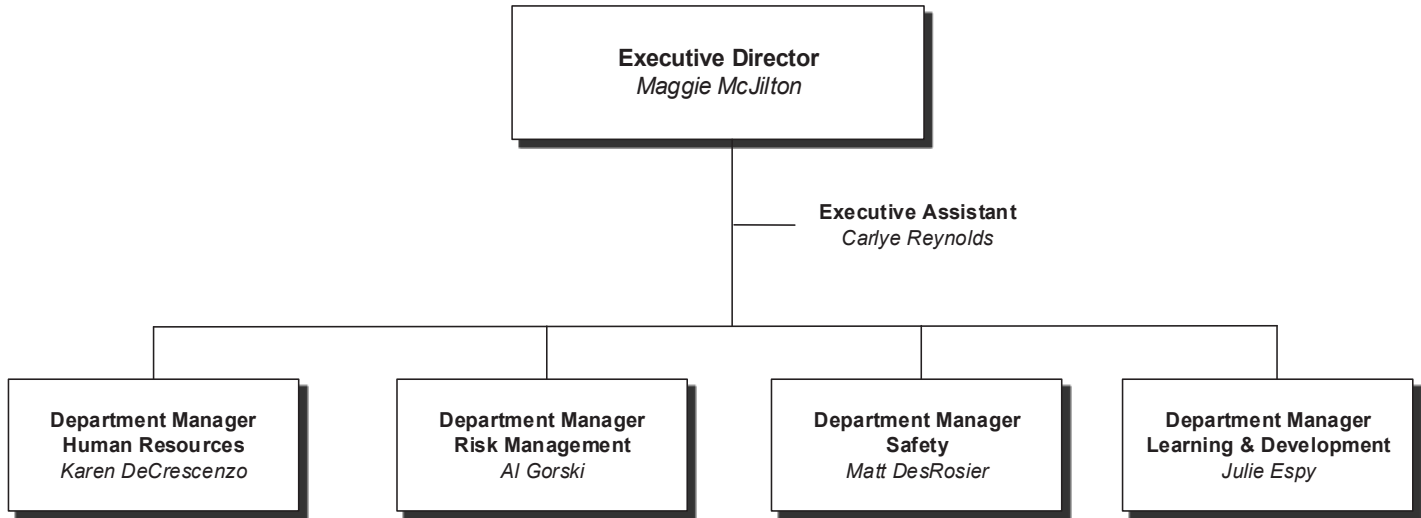
Treasury

The Treasury Department is responsible for OCTA's investment portfolio and debt obligations. The department also manages OCTA's cash flow requirements, oversees and directs the investment of cash assets, monitors the performance of investment managers, oversees the investment components of the defined contribution programs, and develops financing strategies to support operational goals and capital programs/acquisitions. The department also works closely with bond-rating agencies to maintain OCTA's strong credit ratings and to ensure that OCTA is well received by the investment community.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Treasury Department			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	167,990	286,137	193,223
7209 Deferred Compensation	3,924	8,557	5,852
7210 Pensions	51,634	88,954	66,447
7220 Insurances	4,590	9,643	5,404
7240 Health Care	33,308	41,066	38,311
7260 Compensated Absences	20,081	35,982	27,073
7270 Workers' Compensation	3,790	4,325	3,728
7280 Other Benefits	2,518	15,597	10,582
Subtotal Salaries and Benefits	\$ 287,835	\$ 490,261	\$ 350,620
<u>Services and Supplies</u>			
7510 Professional Services	-57,666	139,800	150,000
7650 Travel, Training, and Mileage	236	2,561	2,561
7660 Office Expense	84,036	120,000	142,000
7670 Miscellaneous Expense	68,639	33,760	33,760
Subtotal Services and Supplies	\$ 95,245	\$ 296,121	\$ 328,321
Treasury Department Total	\$ 383,080	\$ 786,382	\$ 678,941



Human Resources and Organizational Development Organizational Chart



Human Resources and Organizational Development Division (HR&OD)

The 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, internal communications, and organizational development.



Human Resources and Organizational Development

Human Resources and Organizational Development Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Director, HR&OD</u>			
Employee Relations Representative	0.00	0.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Executive Director, HR&OD	2.00	2.00	3.00
<u>Human Resources</u>			
Administrative Specialist	1.00	1.00	1.00
Benefit Analyst	5.00	6.00	4.00
Business Systems Analyst	1.00	1.00	0.00
Compensation Analyst	3.00	3.00	2.00
Department Manager	2.00	2.00	2.00
Employee Relations Representative	3.00	3.00	2.00
HR Business Partner	1.00	1.00	2.00
Human Resources Representative	5.00	5.00	4.00
Office Specialist	1.00	1.00	1.00
Safety, Health & Environmental Specialist	1.00	1.00	0.00
Section Manager	2.00	2.00	4.00
Section Supervisor	1.00	1.00	1.00
Talent Acquisition Specialist	0.00	0.00	2.00
Wellness Coordinator	0.00	0.00	1.00
Human Resources	26.00	27.00	26.00
<u>Learning and Development</u>			
Department Manager	1.00	1.00	1.00
Learning and Development Administrator	3.00	3.00	3.00
Office Specialist	0.00	1.00	1.00
Learning and Development	4.00	5.00	5.00
<u>Risk Management</u>			
Administrative Specialist	3.00	3.00	3.00
Claims Representative	1.00	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	1.00	1.00	1.00
Risk Management	7.00	7.00	7.00

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Human Resources and Organizational Development Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Safety</u>			
Administrative Specialist	1.00	1.00	1.00
Construction Safety Manager	2.00	1.00	1.00
Construction Safety Specialist	0.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Program Manager	0.00	0.00	1.00
Rail Systems Safety Specialist	1.00	1.00	1.00
Safety, Health & Environmental Specialist	3.00	3.00	3.00
Safety	8.00	8.00	9.00
Total HR&OD	47.00	49.00	50.00



Human Resources and Organizational Development

Human Resources and Organizational Development Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,647,015	4,190,383	4,500,788
7150 Extra Help Employees	68,741	88,400	189,714
7209 Deferred Compensation	85,159	125,308	136,166
7210 Pensions	1,134,474	1,313,544	1,562,567
7220 Insurances	99,421	141,203	125,696
7240 Health Care	704,501	771,527	876,134
7260 Compensated Absences	505,674	526,849	629,951
7270 Workers' Compensation	89,132	105,960	93,212
7280 Other Benefits	366,039	377,569	859,140
Subtotal Salaries and Benefits	\$ 6,700,156	\$ 7,640,743	\$ 8,973,368
<u>Services and Supplies</u>			
7510 Professional Services	474,240	858,579	1,302,632
7540 Insurance Claims Expense	127	0	0
7610 Outside Services	260,522	246,810	345,410
7630 Advertising Fees	37,209	55,000	110,000
7650 Travel, Training, and Mileage	120,406	108,923	107,835
7660 Office Expense	92,098	69,800	391,800
7670 Miscellaneous Expense	138,416	197,641	229,391
7690 Leases	2,971	0	0
7790 Other Materials and Supplies	71,645	292,285	67,375
Subtotal Services and Supplies	\$ 1,197,634	\$ 1,829,038	\$ 2,554,443
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	38,946	0	45,000
Subtotal Capital Expenditure	\$ 38,946	\$ 0	\$ 45,000
Total Uses	\$ 7,936,736	\$ 9,469,781	\$ 11,572,811



Executive Director, HR&OD

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Executive Director, HR&OD			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	240,477	261,272	360,222
7209 Deferred Compensation	7,884	7,814	10,910
7210 Pensions	51,911	83,642	126,518
7220 Insurances	6,207	8,804	10,069
7240 Health Care	7,314	9,740	28,146
7260 Compensated Absences	31,880	32,854	50,474
7270 Workers' Compensation	5,535	4,325	5,593
7280 Other Benefits	11,235	23,422	28,907
Subtotal Salaries and Benefits	\$ 362,443	\$ 431,873	\$ 620,839
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	3,572	6,098	6,098
7660 Office Expense	407	2,000	26,000
7670 Miscellaneous Expense	1,638	5,500	6,400
7790 Other Materials and Supplies	694	500	500
Subtotal Services and Supplies	\$ 6,311	\$ 14,098	\$ 38,998
Executive Director, HR&OD Total	\$ 368,754	\$ 445,971	\$ 659,837



Human Resources and Organizational Development

Human Resources

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Human Resources			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,971,669	2,154,294	2,165,116
7150 Extra Help Employees	38,371	39,950	166,464
7209 Deferred Compensation	35,684	64,414	65,427
7210 Pensions	619,255	676,334	755,845
7220 Insurances	52,929	72,588	60,395
7240 Health Care	433,491	443,549	475,513
7260 Compensated Absences	243,349	270,823	302,674
7270 Workers' Compensation	48,108	58,386	48,470
7280 Other Benefits	200,352	157,401	622,054
Subtotal Salaries and Benefits	\$ 3,643,208	\$ 3,937,739	\$ 4,661,958
<u>Services and Supplies</u>			
7510 Professional Services	247,706	552,002	808,200
7540 Insurance Claims Expense	127	0	0
7610 Outside Services	27,661	18,579	104,179
7630 Advertising Fees	37,209	55,000	110,000
7650 Travel, Training, and Mileage	34,807	33,830	30,408
7660 Office Expense	34,675	28,000	42,300
7670 Miscellaneous Expense	49,964	87,182	94,727
7690 Leases	2,971	0	0
7790 Other Materials and Supplies	65,888	284,935	58,175
Subtotal Services and Supplies	\$ 501,008	\$ 1,059,528	\$ 1,247,989
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	19,357	0	0
Subtotal Capital Expenditure	\$ 19,357	\$ 0	\$ 0
Human Resources Total	\$ 4,163,573	\$ 4,997,267	\$ 5,909,947



Learning and Development

The Learning and Development Department is responsible for all learning and development activities in the talent management lifecycle. The department functions as an internal consultant to other divisions, providing customized training, competency assessments, professional development, and assistance with acquiring and building training. The section also administers OCTA's Mentor Program and the education reimbursement program for OCTA staff. This department retains a strategic focus, ensuring alignment between the strategic plan and core competencies.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Learning and Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	355,221	412,017	432,000
7150 Extra Help Employees	17,592	23,800	11,250
7209 Deferred Compensation	10,182	12,322	13,083
7210 Pensions	113,355	128,980	148,981
7220 Insurances	9,749	13,887	12,079
7240 Health Care	57,888	73,623	80,135
7260 Compensated Absences	57,745	51,809	60,531
7270 Workers' Compensation	8,950	10,812	9,321
7280 Other Benefits	108,980	122,459	123,657
Subtotal Salaries and Benefits	\$ 739,662	\$ 849,709	\$ 891,037
<u>Services and Supplies</u>			
7510 Professional Services	71,259	105,745	100,000
7610 Outside Services	8,605	0	0
7650 Travel, Training, and Mileage	69,410	49,474	50,659
7660 Office Expense	30,296	30,000	23,500
7670 Miscellaneous Expense	29,881	20,129	30,929
7790 Other Materials and Supplies	115	0	0
Subtotal Services and Supplies	\$ 209,566	\$ 205,348	\$ 205,088
Learning and Development Total	\$ 949,228	\$ 1,055,057	\$ 1,096,125



Human Resources and Organizational Development

Risk Management

The Risk Management Department is responsible for protecting OCTA's assets and property from the adverse consequences of accidental losses. The department evaluates and procures all appropriate forms and limits of liability, property, and other related insurance coverage. Additionally, the department manages OCTA's self-insured liability, subrogation, and workers' compensation programs, and develops and recommends strategically focused loss control programs to reduce claims losses.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Risk Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	478,258	572,093	603,994
7150 Extra Help Employees	0	11,900	12,000
7209 Deferred Compensation	19,338	17,111	18,293
7210 Pensions	158,539	178,297	208,156
7220 Insurances	13,489	19,275	16,886
7240 Health Care	101,338	120,699	136,011
7260 Compensated Absences	90,796	71,936	84,634
7270 Workers' Compensation	11,924	15,137	13,050
7280 Other Benefits	18,322	31,185	33,076
Subtotal Salaries and Benefits	\$ 892,004	\$ 1,037,633	\$ 1,126,100
<u>Services and Supplies</u>			
7610 Outside Services	3,533	0	13,000
7650 Travel, Training, and Mileage	2,469	7,199	7,255
7660 Office Expense	4,362	4,000	0
7670 Miscellaneous Expense	1,609	2,220	2,350
Subtotal Services and Supplies	\$ 11,973	\$ 13,419	\$ 22,605
Risk Management Total	\$ 903,977	\$ 1,051,052	\$ 1,148,705



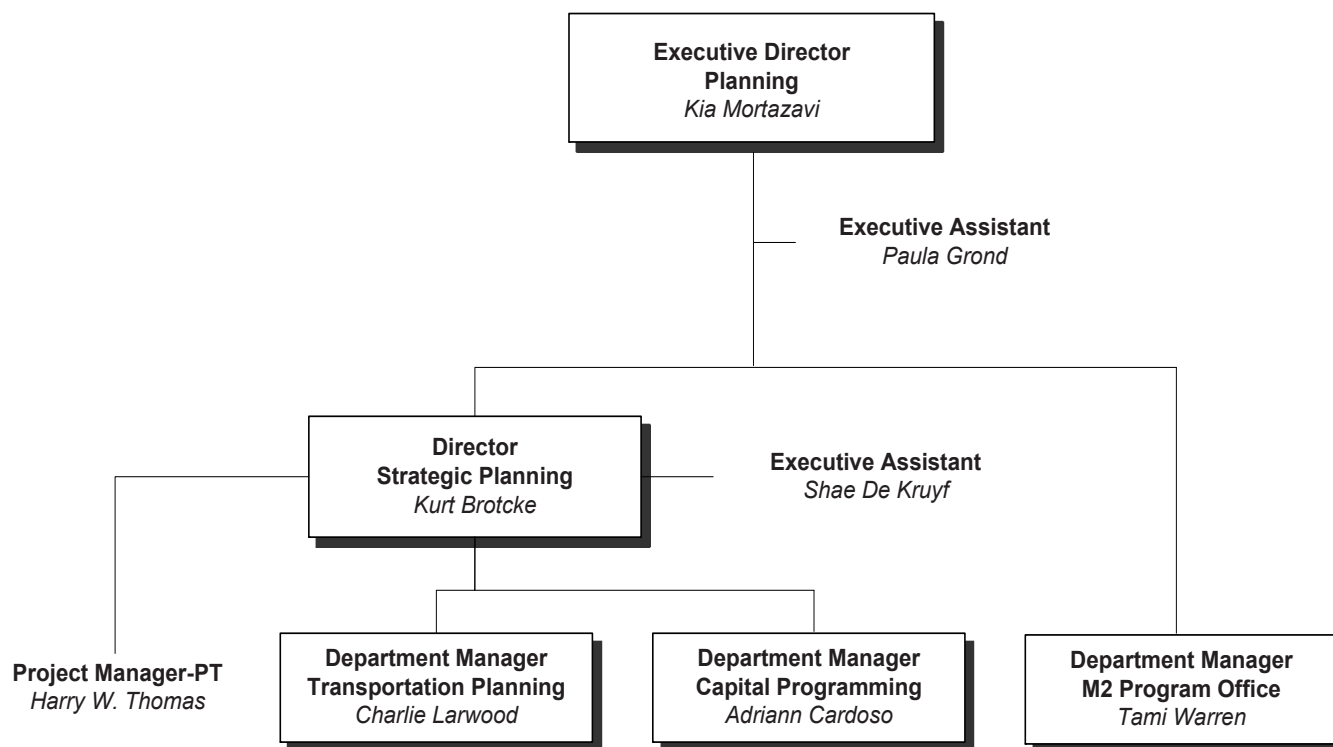
Safety

The Safety Department is responsible for ensuring OCTA is compliant with all applicable health, safety, environmental standards, codes, and regulations. Staff in the department develop and implement authority-wide employee, fleet, and system safety programs.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Safety			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	601,390	790,707	939,456
7150 Extra Help Employees	12,778	12,750	0
7209 Deferred Compensation	12,071	23,647	28,453
7210 Pensions	191,414	246,291	323,067
7220 Insurances	17,047	26,649	26,267
7240 Health Care	104,470	123,916	156,329
7260 Compensated Absences	81,904	99,427	131,638
7270 Workers' Compensation	14,615	17,300	16,778
7280 Other Benefits	27,150	43,102	51,446
Subtotal Salaries and Benefits	\$ 1,062,839	\$ 1,383,789	\$ 1,673,434
<u>Services and Supplies</u>			
7510 Professional Services	85,225	127,850	321,450
7610 Outside Services	216,362	215,000	215,000
7650 Travel, Training, and Mileage	10,148	12,322	13,415
7660 Office Expense	22,358	5,800	300,000
7670 Miscellaneous Expense	55,324	82,610	94,985
7790 Other Materials and Supplies	4,948	6,850	8,700
Subtotal Services and Supplies	\$ 394,365	\$ 450,432	\$ 953,550
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	45,000
Subtotal Capital Expenditure	\$ 0	\$ 0	\$ 45,000
Safety Total	\$ 1,457,204	\$ 1,834,221	\$ 2,671,984



Planning Division Organizational Chart



Planning Division

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



Planning Division Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Director, Planning</u>			
Department Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Management Analyst	2.00	2.00	2.00
Executive Director, Planning	5.00	5.00	5.00
<u>Director, Strategic Planning</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Director, Strategic Planning	3.00	3.00	3.00
<u>Planning and Analysis</u>			
Business Unit Analyst	0.50	0.00	0.00
Department Manager	2.00	2.00	2.00
GIS Analyst	2.00	2.00	2.00
Program Manager	1.00	1.00	1.00
Project Manager	3.00	3.00	3.00
Section Manager	4.00	4.00	4.00
Strategic Plan Officer	1.00	1.00	1.00
Transportation Analyst	10.50	10.50	10.50
Planning and Analysis	24.00	23.50	23.50
<u>Capital and Local Programs</u>			
Business Unit Analyst	0.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Office Specialist	1.00	0.00	0.00
Section Manager	3.00	5.00	5.00
Transportation Analyst	4.00	4.50	4.50
Transportation Funding Specialist	1.00	0.00	0.00
Capital and Local Programs	10.00	11.50	11.50
Total Planning	42.00	43.00	43.00



Planning Division Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	3,923,130	4,436,943	4,575,196
7150 Extra Help Employees	90,667	134,890	175,060
7209 Deferred Compensation	112,969	132,697	138,572
7210 Pensions	1,169,223	1,389,246	1,585,622
7220 Insurances	105,240	149,521	127,921
7240 Health Care	595,507	674,389	742,860
7260 Compensated Absences	510,210	557,927	641,081
7270 Workers' Compensation	96,252	92,460	80,162
7280 Other Benefits	206,176	261,612	270,814
Subtotal Salaries and Benefits	\$ 6,809,374	\$ 7,829,685	\$ 8,337,288
Services and Supplies			
7510 Professional Services	814,240	2,925,000	4,063,000
7650 Travel, Training, and Mileage	27,860	33,542	38,126
7660 Office Expense	11,373	11,200	12,578
7670 Miscellaneous Expense	6,732	16,825	24,500
7790 Other Materials and Supplies	0	0	24,000
Subtotal Services and Supplies	\$ 860,205	\$ 2,986,567	\$ 4,162,204
Total Uses	\$ 7,669,579	\$ 10,816,252	\$ 12,499,492

Executive Director, Planning

The Executive Director of Planning sets the division's direction 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 No. 3, 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

Strategic Planning identifies and recommends funding for the implementation of major new projects and programs in conjunction with outside transit agencies, transit advocacy, bikeway and pedestrian stakeholders and local jurisdictions. In addition to planning for freeways, streets and roads, transit, bikeway, and environmental initiatives, this department provides analytic support for the overall agency. It recommends the long-range vision for mobility in Orange County. The department recommends direction and monitors the implementation of the OCTA Strategic Plan, as well as supports the development and implementation of Board Chairman Initiatives, CEO Initiatives and the Action Plan.



Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Executive Director, Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	557,579	565,796	612,781
7150 Extra Help Employees	13,619	14,450	82,810
7209 Deferred Compensation	22,536	16,921	18,560
7210 Pensions	143,705	178,853	216,475
7220 Insurances	14,418	19,067	17,133
7240 Health Care	73,263	67,126	87,332
7260 Compensated Absences	61,978	71,145	85,863
7270 Workers' Compensation	13,756	10,812	9,321
7280 Other Benefits	42,473	40,021	42,738
Subtotal Salaries and Benefits	\$ 943,327	\$ 984,191	\$ 1,173,013
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	363	1,372
7670 Miscellaneous Expense	0	0	5,000
Subtotal Services and Supplies	\$ 0	\$ 363	\$ 6,372
Executive Director, Planning Total	\$ 943,327	\$ 984,554	\$ 1,179,385
Director, Strategic Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	332,902	377,997	394,943
7209 Deferred Compensation	14,641	11,305	11,962
7210 Pensions	54,758	119,929	138,459
7220 Insurances	8,692	12,739	11,044
7240 Health Care	44,992	49,927	53,387
7260 Compensated Absences	28,892	47,532	55,341
7270 Workers' Compensation	8,082	6,487	5,593
7280 Other Benefits	36,298	29,783	30,809
Subtotal Salaries and Benefits	\$ 529,257	\$ 655,699	\$ 701,538
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,822	5,712	5,600
7660 Office Expense	11,373	10,000	11,078
7670 Miscellaneous Expense	111	850	600
Subtotal Services and Supplies	\$ 16,306	\$ 16,562	\$ 17,278
Director, Strategic Planning Total	\$ 545,563	\$ 672,261	\$ 718,816



Planning

Planning and Analysis

Planning and Analysis is responsible for the long-range regional transportation planning efforts, and developing transportation project concepts, plans and strategies for near-term transit service improvements. In addition, in support of non-motorized transportation, the department conducts regional bikeway and pedestrian studies. It is the lead in the implementation of the M2 Freeway Environmental Mitigation Program and Environmental Cleanup Program. Planning and Analysis is also responsible for implementing multi-jurisdictional regional traffic signal synchronization projects and employs information technology to deliver analytical maps and information products by way of the Geographic Information System.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,243,072	2,446,779	2,499,416
7150 Extra Help Employees	40,607	72,250	65,250
7209 Deferred Compensation	60,413	73,179	75,702
7210 Pensions	721,853	763,364	862,385
7220 Insurances	60,531	82,452	69,881
7240 Health Care	330,670	369,294	385,023
7260 Compensated Absences	325,104	307,675	350,222
7270 Workers' Compensation	55,050	50,817	43,810
7280 Other Benefits	96,365	134,770	138,776
Subtotal Salaries and Benefits	\$ 3,933,665	\$ 4,300,580	\$ 4,490,465
<u>Services and Supplies</u>			
7510 Professional Services	814,240	2,925,000	4,063,000
7650 Travel, Training, and Mileage	7,971	14,505	17,120
7670 Miscellaneous Expense	5,104	10,930	11,080
7790 Other Materials and Supplies	0	0	24,000
Subtotal Services and Supplies	\$ 827,315	\$ 2,950,435	\$ 4,115,200
Planning and Analysis Total	\$ 4,760,980	\$ 7,251,015	\$ 8,605,665



Capital and Local Programs

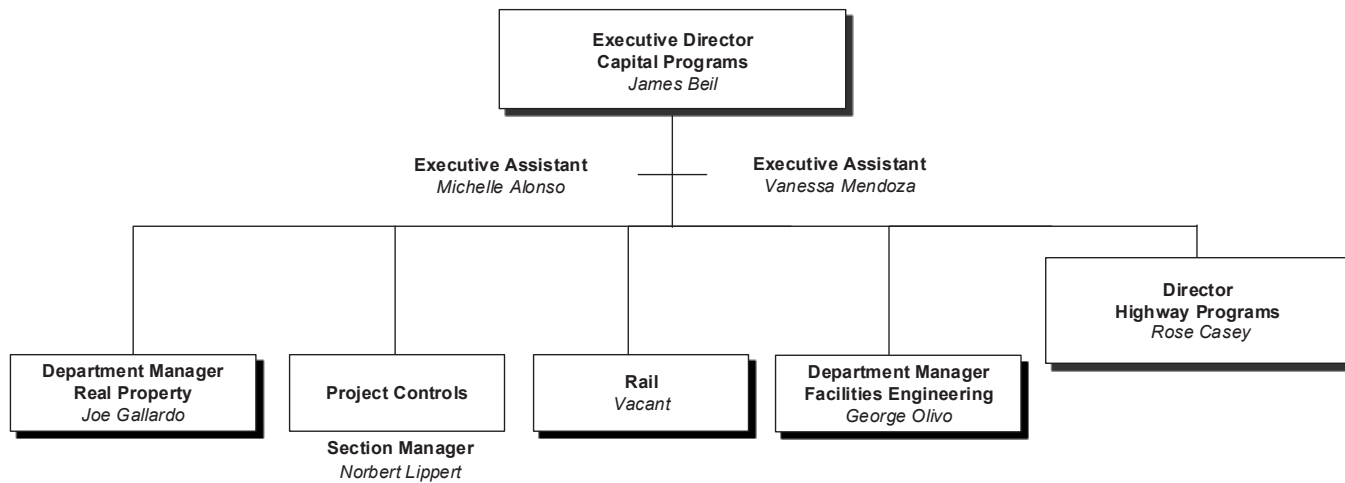
Capital and Local Programs is responsible for the funding of local, state, and federal programs by identifying, pursuing, and securing new state and federal funds. The department develops, implements, and administers the M2 grant programs for streets and roads, transit extensions to Metrolink, community-based transit/circulators, transit stop amenities, and assists in the administration of water quality grants. In addition, it is responsible for ensuring that local jurisdictions meet eligibility requirements for M2 funding as required by Ordinance No.3.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Capital and Local Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	789,577	1,046,371	1,068,056
7150 Extra Help Employees	36,441	48,190	27,000
7209 Deferred Compensation	15,379	31,292	32,348
7210 Pensions	248,907	327,100	368,303
7220 Insurances	21,599	35,263	29,863
7240 Health Care	146,582	188,042	217,118
7260 Compensated Absences	94,236	131,575	149,655
7270 Workers' Compensation	19,364	24,344	21,438
7280 Other Benefits	31,040	57,038	58,491
Subtotal Salaries and Benefits	\$ 1,403,125	\$ 1,889,215	\$ 1,972,272
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	15,067	12,962	14,034
7660 Office Expense	0	1,200	1,500
7670 Miscellaneous Expense	1,517	5,045	7,820
Subtotal Services and Supplies	\$ 16,584	\$ 19,207	\$ 23,354
Capital and Local Programs Total	\$ 1,419,709	\$ 1,908,422	\$ 1,995,626



Capital Programs

Capital Programs Division Organizational Chart



Capital Programs Division

The Capital Programs Division is responsible for implementing OCTA's highway projects, railroad grade separation projects, rail capital improvement projects, bus and transit facility improvements, and real estate services. The program of projects managed by the division includes Measure M2 (M2) and other state and federal funded projects. The division is responsible for project development activities from the initial preliminary engineering and environmental phase through 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.



Capital Programs Division Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Director, Capital Programs</u>			
Civil Engineer	2.00	2.00	2.00
Department Manager	2.00	2.00	2.00
Executive Assistant	1.00	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
Project Manager	0.00	0.00	1.00
Real Property Agent	6.00	6.00	6.00
Executive Director, Capital Programs	17.00	17.00	18.00
<u>Rail</u>			
Department Manager	2.00	2.00	2.00
Director	1.00	0.00	0.00
Executive Assistant	1.00	1.00	1.00
Project Manager	4.00	3.00	2.00
Rail Right-of-Way Administrator	1.00	0.00	0.00
Section Manager	1.00	0.00	0.00
Transportation Analyst	1.00	0.00	0.00
Rail	11.00	6.00	5.00
<u>Highway Project Delivery</u>			
Director	1.00	1.00	1.00
Executive Assistant	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	4.00
Highway Project Delivery	12.00	12.00	11.00
Total Capital Programs	40.00	35.00	34.00



Capital Programs

Capital Programs Division Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,152,011	3,980,784	4,064,086
7150 Extra Help Employees	32,495	88,400	69,750
7209 Deferred Compensation	103,845	118,872	123,029
7210 Pensions	1,313,560	1,243,841	1,405,098
7220 Insurances	107,823	133,951	113,573
7240 Health Care	605,200	597,452	588,706
7260 Compensated Absences	514,453	499,812	569,186
7270 Workers' Compensation	99,822	75,684	63,384
7280 Other Benefits	219,491	235,079	240,875
Subtotal Salaries and Benefits	\$ 7,148,700	\$ 6,973,875	\$ 7,237,687
<u>Services and Supplies</u>			
7510 Professional Services	259,220	496,000	550,000
7610 Outside Services	2,416,456	740,000	1,560,000
7630 Advertising Fees	748	2,000	2,000
7650 Travel, Training, and Mileage	30,642	31,797	36,152
7660 Office Expense	19,283	22,448	19,100
7670 Miscellaneous Expense	9,523	16,317	14,695
7690 Leases	80,486	82,920	101,500
Subtotal Services and Supplies	\$ 2,816,358	\$ 1,391,482	\$ 2,283,447
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	7,739,712	5,677,000	5,455,999
Subtotal Capital Expenditure	\$ 7,739,712	\$ 5,677,000	\$ 5,455,999
Total Uses	\$ 17,704,770	\$ 14,042,357	\$ 14,977,133



Executive Director, Capital Programs

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Executive Director, Capital Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,746,847	1,794,157	2,001,202
7150 Extra Help Employees	9,704	47,600	45,000
7209 Deferred Compensation	38,355	53,477	60,551
7210 Pensions	549,456	560,117	692,129
7220 Insurances	44,840	60,263	55,896
7240 Health Care	252,050	277,271	302,049
7260 Compensated Absences	201,774	224,852	280,131
7270 Workers' Compensation	41,666	36,761	33,556
7280 Other Benefits	88,749	106,708	118,723
Subtotal Salaries and Benefits	\$ 2,973,441	\$ 3,161,206	\$ 3,589,237
<u>Services and Supplies</u>			
7510 Professional Services	259,220	496,000	550,000
7610 Outside Services	2,416,456	740,000	1,560,000
7630 Advertising Fees	748	2,000	2,000
7650 Travel, Training, and Mileage	6,026	11,811	13,631
7660 Office Expense	3,608	11,450	12,100
7670 Miscellaneous Expense	1,985	6,978	5,981
7690 Leases	80,486	82,920	101,500
Subtotal Services and Supplies	\$ 2,768,529	\$ 1,351,159	\$ 2,245,212
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	7,739,712	5,677,000	5,455,999
Subtotal Capital Expenditure	\$ 7,739,712	\$ 5,677,000	\$ 5,455,999
Executive Director, Capital Programs Total	\$ 13,481,682	\$ 10,189,365	\$ 11,290,448



Capital Programs

Rail

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,005,581	695,713	613,966
7150 Extra Help Employees	10,387	14,450	0
7209 Deferred Compensation	28,731	20,806	18,595
7210 Pensions	313,125	216,824	211,135
7220 Insurances	27,160	23,445	17,165
7240 Health Care	140,671	82,880	80,831
7260 Compensated Absences	153,331	87,483	86,030
7270 Workers' Compensation	24,259	12,974	9,321
7280 Other Benefits	31,371	37,923	33,622
Subtotal Salaries and Benefits	\$ 1,734,616	\$ 1,192,498	\$ 1,070,665
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	15,911	12,469	14,554
7660 Office Expense	10,604	5,819	2,000
7670 Miscellaneous Expense	5,653	6,370	5,640
Subtotal Services and Supplies	\$ 32,168	\$ 24,658	\$ 22,194
Rail Total	\$ 1,766,784	\$ 1,217,156	\$ 1,092,859



Highway Project Delivery

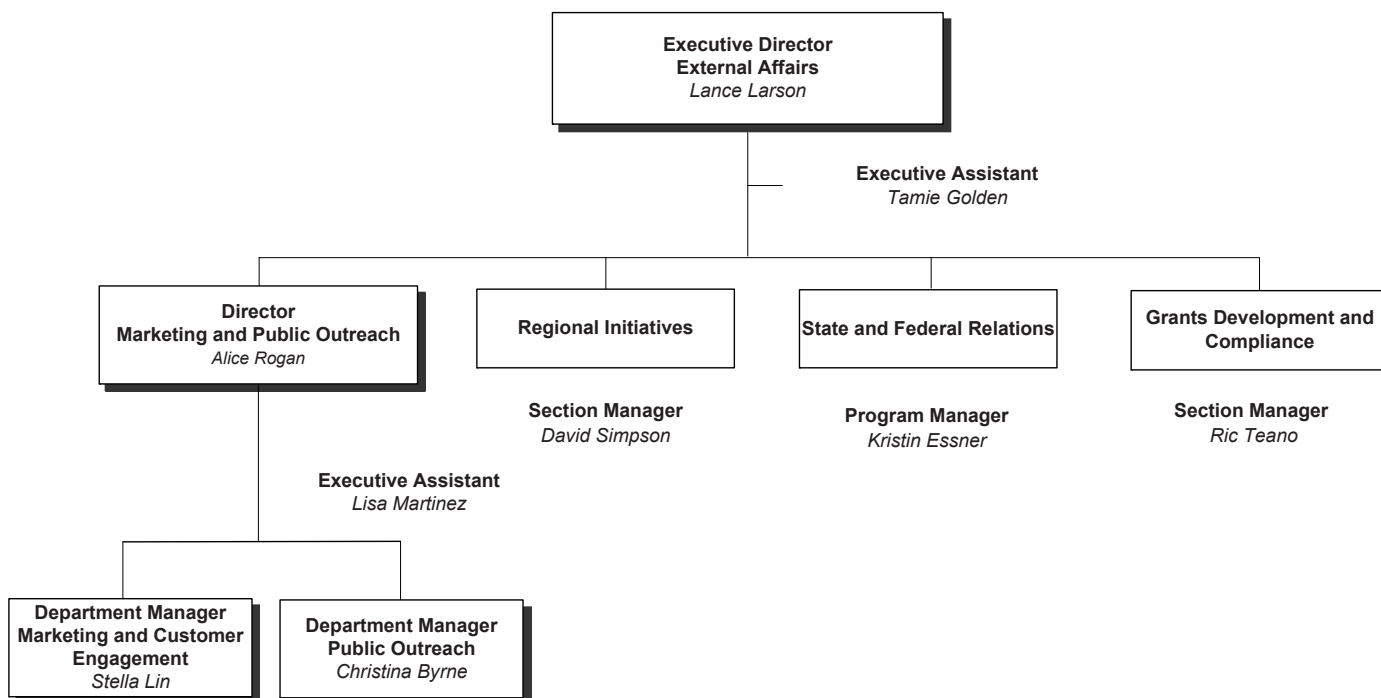
Highway Programs ensures freeway and highway improvement projects that OCTA has promised to its residents are built. The department is responsible for managing the implementation of freeway and highway projects in the M2 Program of projects within Orange County. The program of projects can also include other major construction projects such as rail grade separation projects and capital projects that are deemed to be regionally significant. The department also manages the implementation of individual projects within the program of projects.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Highway Project Delivery			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,399,583	1,490,914	1,448,918
7150 Extra Help Employees	12,404	26,350	24,750
7209 Deferred Compensation	36,759	44,589	43,883
7210 Pensions	450,979	466,900	501,834
7220 Insurances	35,823	50,243	40,512
7240 Health Care	212,479	237,301	205,826
7260 Compensated Absences	159,348	187,477	203,025
7270 Workers' Compensation	33,897	25,949	20,507
7280 Other Benefits	99,371	90,448	88,530
Subtotal Salaries and Benefits	\$ 2,440,643	\$ 2,620,171	\$ 2,577,785
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	8,705	7,517	7,967
7660 Office Expense	5,071	5,179	5,000
7670 Miscellaneous Expense	1,885	2,969	3,074
Subtotal Services and Supplies	\$ 15,661	\$ 15,665	\$ 16,041
Highway Project Delivery Total	\$ 2,456,304	\$ 2,635,836	\$ 2,593,826



External Affairs

External Affairs Division Organizational Chart



External Affairs Division

The External Affairs Division serves as OCTA's liaison with members of the California State Legislature, United States Congress, and regional elected officials and representatives. In addition, the division is the agency's focal point for state and federal compliance oversight and sub-recipient monitoring activities.



External Affairs Division Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Executive Director, External Affairs</u>			
Business Unit Analyst	0.00	0.00	1.00
Department Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Government Relations Representative	4.50	3.50	3.50
Program Manager	1.00	0.00	0.00
Section Manager	1.00	2.00	2.00
Transportation Analyst	1.00	0.00	0.00
Executive Director, External Affairs	10.50	8.50	9.50
<u>Director, Marketing and Public Outreach</u>			
Business Unit Analyst	1.00	1.00	0.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Director, Marketing and Public Outreach	3.00	3.00	2.00
<u>Marketing and Customer Engagement</u>			
Community Relations Specialist	1.00	0.00	0.00
Creative Service Specialist	0.00	3.00	2.00
Customer Relations Representative	1.00	1.00	1.00
Customer Relations Specialist	2.00	1.00	1.00
Department Manager	1.00	1.00	1.00
External Affairs Administrator	1.00	1.00	1.00
Marketing Program Administrator	2.00	0.00	0.00
Marketing Specialist	2.00	9.00	9.00
Public Information Specialist	4.00	0.00	0.00
Section Manager	3.00	3.00	4.00
Strategic Communications Coordinator	1.00	0.00	0.00
Web Developer	2.00	2.00	2.00
Marketing and Customer Engagement	20.00	21.00	21.00

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External Affairs

External Affairs Division Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Public Outreach</u>			
Community Relations Officer	4.00	4.00	4.00
Community Relations Specialist	4.00	5.00	5.00
Department Manager	1.00	1.00	1.00
Government Relations Representative	0.00	1.00	1.00
Marketing Program Administrator	1.00	0.00	0.00
Section Manager	2.00	1.00	1.00
Public Outreach	12.00	12.00	12.00
Total External Affairs	45.50	44.50	44.50



External Affairs Division Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,448,894	3,886,575	4,034,966
7150 Extra Help Employees	111,752	158,950	148,428
7209 Deferred Compensation	84,130	115,411	121,375
7210 Pensions	1,089,058	1,210,501	1,388,886
7220 Insurances	96,782	130,051	112,044
7240 Health Care	617,291	694,405	746,596
7260 Compensated Absences	462,450	485,263	561,524
7270 Workers' Compensation	84,598	96,228	82,958
7280 Other Benefits	144,779	228,710	237,825
Subtotal Salaries and Benefits	\$ 6,139,734	\$ 7,006,094	\$ 7,434,602
<u>Services and Supplies</u>			
7510 Professional Services	2,388,268	3,802,880	3,921,880
7610 Outside Services	89,870	110,300	115,000
7630 Advertising Fees	160,054	205,000	205,000
7650 Travel, Training, and Mileage	96,092	65,486	78,571
7660 Office Expense	200,316	233,700	224,300
7670 Miscellaneous Expense	51,338	58,944	69,075
7790 Other Materials and Supplies	6,166	6,250	6,300
7830 Contributions to Other Agencies	19,479	30,000	30,000
Subtotal Services and Supplies	\$ 3,011,583	\$ 4,512,560	\$ 4,650,126
Total Uses	\$ 9,151,317	\$ 11,518,654	\$ 12,084,728



External Affairs

Executive Director, External Affairs

The Executive Director of External Affairs is responsible for providing overall management and strategic direction for the advocacy, promotion, outreach, and customer engagement for all of OCTA's projects, programs, and services. This includes oversight of all customer facing programs of public or promotional outreach. The Executive Director is responsible for providing management direction for Federal, State, and Regional Government relations including direction for the application of external grant funding opportunities.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Executive Director, External Affairs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	866,303	848,464	966,856
7150 Extra Help Employees	16,953	28,900	26,982
7209 Deferred Compensation	20,489	25,375	29,282
7210 Pensions	271,485	267,273	336,146
7220 Insurances	23,969	28,595	27,032
7240 Health Care	145,177	146,401	164,188
7260 Compensated Absences	96,385	106,689	135,478
7270 Workers' Compensation	20,870	18,381	17,710
7280 Other Benefits	47,770	55,427	62,129
Subtotal Salaries and Benefits	\$ 1,509,401	\$ 1,525,505	\$ 1,765,803
<u>Services and Supplies</u>			
7510 Professional Services	126,618	1,081,000	290,000
7610 Outside Services	32	500	500
7650 Travel, Training, and Mileage	64,709	47,584	54,906
7660 Office Expense	4,513	5,700	12,300
7670 Miscellaneous Expense	32,432	31,675	39,530
7790 Other Materials and Supplies	0	250	300
Subtotal Services and Supplies	\$ 228,304	\$ 1,166,709	\$ 397,536
Executive Director, External Affairs Total	\$ 1,737,705	\$ 2,692,214	\$ 2,163,339



Director, Marketing and Public Outreach

The Director of Marketing and Public Outreach oversees public outreach, diverse communities’ outreach, and marketing activities in support of all phases of capital project development, planning development, and construction to support OCTA’s projects, programs, and services. The director also oversees coordination of OCTA’s public committees. The director establishes and provides oversight to programs that create awareness and promote usage of OCTA services including Bus and Rail Transit, 91 Express Lanes, and other services.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Director, Marketing and Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	289,645	309,407	239,501
7209 Deferred Compensation	9,423	9,148	7,148
7210 Pensions	94,522	97,517	83,799
7220 Insurances	7,600	10,309	6,599
7240 Health Care	41,180	40,028	42,210
7260 Compensated Absences	37,502	38,466	33,067
7270 Workers' Compensation	7,172	6,487	3,728
7280 Other Benefits	25,289	25,855	22,103
Subtotal Salaries and Benefits	\$ 512,333	\$ 537,217	\$ 438,155
<u>Services and Supplies</u>			
7510 Professional Services	211	0	0
7650 Travel, Training, and Mileage	226	897	742
7660 Office Expense	7,206	27,000	19,000
7670 Miscellaneous Expense	2,131	5,565	4,845
Subtotal Services and Supplies	\$ 9,774	\$ 33,462	\$ 24,587
Director, Marketing and Public Outreach Total	\$ 522,107	\$ 570,679	\$ 462,742



External Affairs

Marketing and Customer Engagement

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

cial Needs in Transit Advisory Committee. Staff also provide technical expertise and tools to support communication and marketing goals and produce public information materials in support of OCTA's internal, and service communication programs. In addition, they administer OCTA's rideshare program and promote usage including Bus and Rail Transit, 91 Express Lanes, Vanpool, and other services.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Marketing and Customer Engagement			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,396,279	1,676,360	1,758,938
7150 Extra Help Employees	36,834	57,800	53,982
7209 Deferred Compensation	34,632	49,537	52,669
7210 Pensions	436,636	517,094	599,941
7220 Insurances	38,503	55,817	48,620
7240 Health Care	251,781	312,043	314,844
7260 Compensated Absences	183,761	208,281	243,657
7270 Workers' Compensation	33,934	45,411	39,149
7280 Other Benefits	53,692	90,285	95,232
Subtotal Salaries and Benefits	\$ 2,466,052	\$ 3,012,628	\$ 3,207,032
<u>Services and Supplies</u>			
7510 Professional Services	2,237,858	2,646,880	3,166,880
7610 Outside Services	74,720	79,000	79,000
7630 Advertising Fees	160,054	205,000	205,000
7650 Travel, Training, and Mileage	22,737	8,419	14,173
7660 Office Expense	187,997	201,000	193,000
7670 Miscellaneous Expense	5,537	6,619	7,520
7790 Other Materials and Supplies	6,166	6,000	6,000
7830 Contributions to Other Agencies	19,479	30,000	30,000
Subtotal Services and Supplies	\$ 2,714,548	\$ 3,182,918	\$ 3,701,573
Marketing and Customer Engagement Total	\$ 5,180,600	\$ 6,195,546	\$ 6,908,605



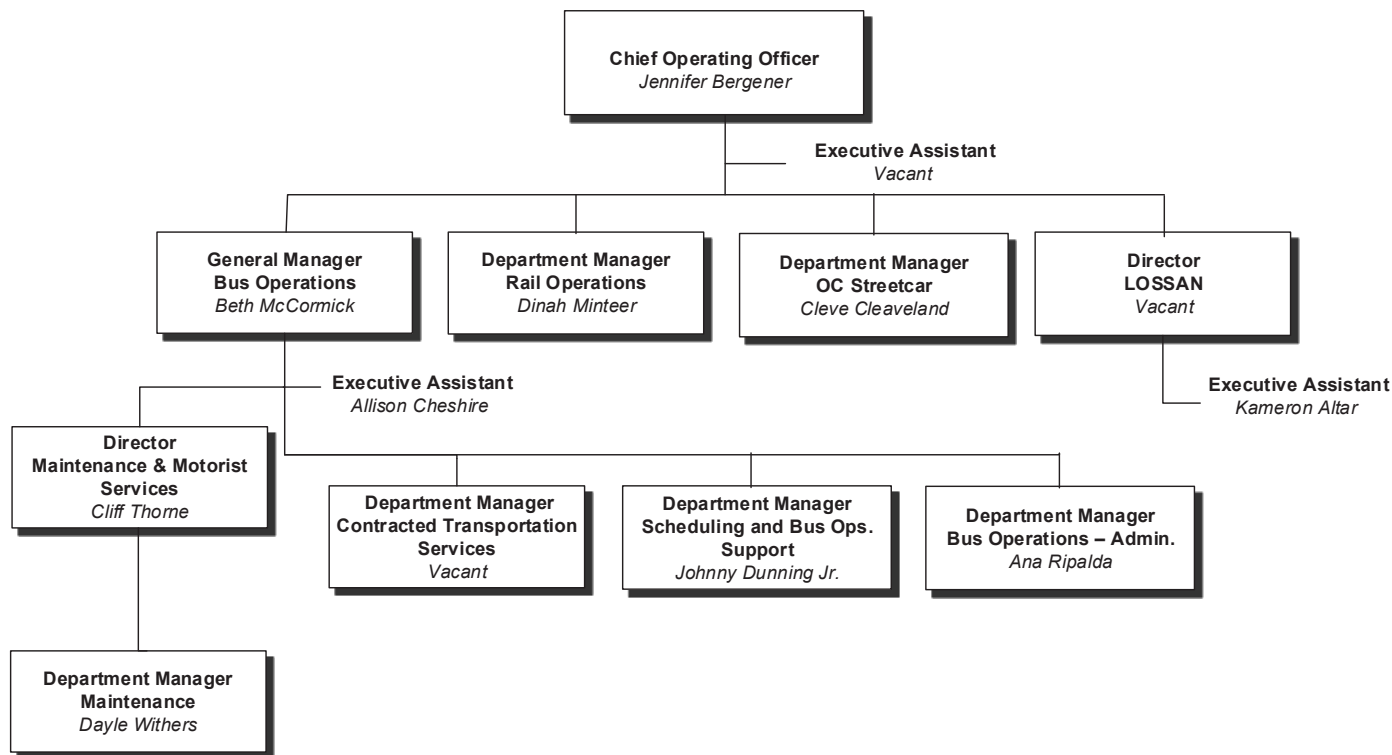
Public Outreach

Public Outreach focuses on public communications in support of all phases of capital project development, planning development, and construction for OCTA's projects, programs, and services. The department implements public outreach and involvement programs to inform any affected parties and advance the development of transportation projects; working with stakeholders to ensure that the planning and environmental review process reflects a diverse range of positions, opinions, and concerns. In addition, outreach staff informs the public about upcoming construction activities and helps to mitigate impacts. Staff in the department also assist other departments and divisions to communicate effectively to the diverse stakeholder audiences and customers of OCTA's projects, programs, and services.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	896,667	1,052,344	1,069,671
7150 Extra Help Employees	57,965	72,250	67,464
7209 Deferred Compensation	19,586	31,351	32,276
7210 Pensions	286,415	328,617	369,000
7220 Insurances	26,710	35,330	29,793
7240 Health Care	179,153	195,933	225,354
7260 Compensated Absences	144,802	131,827	149,322
7270 Workers' Compensation	22,622	25,949	22,371
7280 Other Benefits	18,028	57,143	58,361
Subtotal Salaries and Benefits	\$ 1,651,948	\$ 1,930,744	\$ 2,023,612
<u>Services and Supplies</u>			
7510 Professional Services	23,581	75,000	465,000
7610 Outside Services	15,118	30,800	35,500
7650 Travel, Training, and Mileage	8,420	8,586	8,750
7660 Office Expense	600	0	0
7670 Miscellaneous Expense	11,238	15,085	17,180
Subtotal Services and Supplies	\$ 58,957	\$ 129,471	\$ 526,430
Public Outreach Total	\$ 1,710,905	\$ 2,060,215	\$ 2,550,042



Operations Division Organizational Chart



Operations Division

The Operations 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 OC ACCESS service, the complementary paratransit service required by the Americans 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), the Orange County Taxi Administration Program (OC-TAP), and Lost and Found. The Operations Division is responsible for the implementation, monitoring, and performance of all of transit and motorist services. To accomplish this mission, performance metrics that measure system safety, courtesy, and reliability are closely monitored.

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



Operations Division Staffing

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Chief Operating Officer</u>			
Chief Operating Officer	0.00	1.00	1.00
Project Manager	0.00	0.00	2.00
Chief Operating Officer	0.00	1.00	3.00
<u>General Manager, Bus Operations</u>			
Executive Assistant	2.00	2.00	2.00
General Manager	1.00	1.00	1.00
General Manager, Bus Operations	3.00	3.00	3.00
<u>Motorist Services</u>			
Administrative Specialist	0.00	0.00	0.50
Business Unit Analyst	1.00	1.00	1.00
Code Administrator	2.00	2.00	2.00
Department Manager	1.00	1.00	1.00
Deputy Executive Officer	1.00	0.00	0.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	2.00	2.00
Motorist Services	7.00	7.00	7.50
<u>Bus Operations</u>			
Base Manager	4.00	4.00	2.00
Bus Operations Supervisor	41.00	41.00	44.00
Coach Operator	643.00	639.00	634.00
Department Manager	1.00	1.00	1.00
Office Specialist	6.50	6.50	6.50
Section Manager	2.00	2.00	4.00
Section Supervisor	8.00	8.00	8.00
Bus Operations	705.50	701.50	699.50

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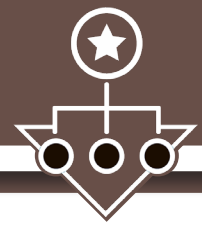


Operations

Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Contract Transportation Services</u>			
Administrative Specialist	3.00	2.00	2.00
Business Unit Analyst	0.00	1.00	1.00
Community Transportation Coordinator	1.00	1.00	1.00
Department Manager	2.00	2.00	2.00
Maint Field Administrator	4.00	4.00	3.00
Marketing Specialist	1.00	0.00	0.00
Office Specialist	1.50	1.50	0.50
Program Management Analyst	0.00	0.00	1.00
Section Manager	5.00	6.00	7.00
Contract Transportation Services	17.50	17.50	17.50
<u>Maintenance</u>			
Administrative Specialist	0.00	1.00	1.00
Base Manager	3.00	3.00	3.00
Business Unit Analyst	1.00	1.00	1.00
Department Manager	1.00	1.00	1.00
Facilities Maintenance Supervisor	2.00	2.00	2.00
Fleet Analyst	5.00	5.00	5.00
Maintenance Instructor	2.00	2.00	2.00
Maintenance Planner	1.00	1.00	1.00
Maintenance Supervisor	16.00	16.00	16.00
Office Specialist	5.50	3.50	3.50
Section Manager	6.00	6.00	7.00
Certified Journeyman Mechanic	99.00	99.00	96.00
Facilities Technician	18.00	18.00	18.00
Journeyman Electronic Technician	14.00	14.00	14.00
Machinist	2.00	2.00	2.00
Service Worker	44.00	44.00	40.00
Specialty Mechanic	12.00	12.00	11.00
Maintenance	231.50	230.50	223.50

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Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2017-18 Budget	FY 2018-19 Budget	FY 2019-20 Budget
<u>Scheduling and Bus Operations Support</u>			
Department Manager	1.00	1.00	1.00
Office Specialist	1.00	1.00	1.00
Schedule Analyst	4.00	4.00	4.00
Schedule Checker	2.00	1.00	1.00
Section Manager	2.00	2.00	2.00
Section Supervisor	0.00	1.00	1.00
Stops & Zones Analyst	1.00	1.00	1.00
Stops & Zones Planner	1.00	1.00	1.00
Scheduling and Bus Operations Support	12.00	12.00	12.00
<u>Rail Operations</u>			
Department Manager	0.00	1.00	1.00
Project Manager	0.00	1.00	0.00
Rail Right-of-Way Administrator	0.00	1.00	1.00
Section Manager	0.00	1.00	1.00
Transportation Analyst	0.00	1.00	1.00
Rail Operations	0.00	5.00	4.00
<u>OC Streetcar</u>			
Department Manager	1.00	1.00	1.00
OC Streetcar	1.00	1.00	1.00
<u>LOSSAN Staff Administration</u>			
LOSSAN Accounting Analyst	0.00	1.00	1.00
LOSSAN Chief Financial Officer	0.00	1.00	1.00
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 Marketing Specialist	2.00	4.00	3.00
LOSSAN Mechanical Compliance Officer	1.00	1.00	1.00
LOSSAN Operations Compliance and Safety Manager	1.00	1.00	1.00
LOSSAN Planning & Analysis Manager	0.00	1.00	1.00
LOSSAN Section Manager	1.00	0.00	0.00
LOSSAN Transportation Analyst	1.00	1.00	1.00
Program Manager	0.00	0.00	1.00
Section Manager	0.00	0.00	1.00
LOSSAN Staff Administration	9.00	13.00	14.00
Total Operations	986.50	991.50	985.00



Operations

Operations Division Expenses by Account

Description	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	53,481,413	58,551,418	57,707,276
7150 Extra Help Employees	431,804	666,393	987,612
7209 Deferred Compensation	1,021,762	1,211,849	1,198,875
7210 Pensions	17,865,311	19,337,447	20,543,697
7220 Insurances	1,195,297	1,601,827	1,344,592
7240 Health Care	13,702,545	15,028,989	16,652,684
7260 Compensated Absences	7,544,729	8,366,518	8,309,051
7270 Workers' Compensation	5,124,099	5,034,522	4,430,534
7280 Other Benefits	2,021,464	2,043,738	2,302,424
Subtotal Salaries and Benefits	\$ 102,388,424	\$ 111,842,701	\$ 113,476,745
Services and Supplies			
7310 Contract Transportation	87,565,261	93,098,853	96,286,407
7510 Professional Services	1,428,877	1,457,175	3,305,604
7540 Insurance Claims Expense	-37,372	0	0
7610 Outside Services	7,382,000	7,494,030	7,222,406
7630 Advertising Fees	1,947	0	5,000
7650 Travel, Training, and Mileage	129,197	123,847	305,357
7660 Office Expense	102,650	190,580	296,962
7670 Miscellaneous Expense	145,979	207,086	216,971
7690 Leases	2,185	0	0
7710 Fuels and Lubricants	8,654,441	11,451,609	14,875,416
7740 Tires and Tubes	1,946,239	2,169,409	2,272,850
7750 Maintenance Expense	3,532,368	3,272,667	4,295,025
7780 General Equipment/Structures	8	0	0
7790 Other Materials and Supplies	1,077,434	1,007,805	1,183,422
7820 Taxes	8,871	68,810	71,580
7830 Contributions to Other Agencies	2,267,478	4,800,847	2,307,281
Subtotal Services and Supplies	\$ 114,207,563	\$ 125,342,718	\$ 132,644,281
Capital Expenditure			
9020 Capital Exp-Locally Funded	17,280,560	7,193,645	226,168,653
Subtotal Capital Expenditure	\$ 17,280,560	\$ 7,193,645	\$ 226,168,653
Total Uses	\$ 233,876,547	\$ 244,379,064	\$ 472,289,679



Chief Operating Officer

The Chief Operating Officer works to meet the existing and future transportation needs of Orange County and is responsible for the coordination of all the divisions projects, programs, services, and initiatives including Bus Operations, Maintenance, Rail Operations, OC Streetcar Operations, and LOSSAN. The Chief Operating Officer is also accountable for reporting the division’s financial and operational performance to the Chief Executive Officer and the Board of Directors.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Chief Operating Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	65,171	230,743	461,278
7209 Deferred Compensation	2,536	6,901	13,970
7210 Pensions	18,651	74,151	161,269
7220 Insurances	984	7,777	12,896
7240 Health Care	8,344	30,888	79,502
7260 Compensated Absences	2,251	29,015	64,634
7270 Workers' Compensation	1,447	2,162	5,593
7280 Other Benefits	1,148	21,757	34,442
Subtotal Salaries and Benefits	\$ 100,532	\$ 403,394	\$ 833,584
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	0	13,798
7670 Miscellaneous Expense	0	0	1,095
Subtotal Services and Supplies	\$ 0	\$ 0	\$ 14,893
Chief Operating Officer Total	\$ 100,532	\$ 403,394	\$ 848,477



Operations

General Manager, Bus Operations

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
General Manager, Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	326,768	345,610	354,366
7209 Deferred Compensation	15,558	10,337	10,733
7210 Pensions	114,810	109,860	124,504
7220 Insurances	9,243	11,645	9,909
7240 Health Care	62,955	63,897	67,427
7260 Compensated Absences	79,297	43,458	49,653
7270 Workers' Compensation	8,601	6,487	5,593
7280 Other Benefits	19,801	28,017	28,586
Subtotal Salaries and Benefits	\$ 637,033	\$ 619,311	\$ 650,771
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	4,864	17,415	15,234
7660 Office Expense	1,336	6,000	6,000
7670 Miscellaneous Expense	13,625	18,269	18,860
Subtotal Services and Supplies	\$ 19,825	\$ 41,684	\$ 40,094
General Manager, Bus Operations Total	\$ 656,858	\$ 660,995	\$ 690,865



Motorist Services

Motorist Services plans, directs, and administers services included in the SAFE, OCTAP, and lost and found. 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. Lost and found manages the daily maintenance and tracking of items found on the OCTA fixed-route bus system, OC ACCESS paratransit service, and other OCTA operations facilities. This function was transitioned from an external contractor to an OCTA operated function on December 31, 2018. 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.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Motorist Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	705,938	544,004	665,664
7209 Deferred Compensation	19,631	16,253	19,690
7210 Pensions	238,890	171,359	226,226
7220 Insurances	19,038	18,317	18,176
7240 Health Care	147,863	154,109	185,323
7260 Compensated Absences	99,603	68,336	91,100
7270 Workers' Compensation	18,542	15,137	13,981
7280 Other Benefits	102,510	38,802	44,788
Subtotal Salaries and Benefits	\$ 1,352,015	\$ 1,026,317	\$ 1,264,948
<u>Services and Supplies</u>			
7610 Outside Services	0	0	3,600
7650 Travel, Training, and Mileage	1,032	0	1,314
7660 Office Expense	0	0	63,500
7670 Miscellaneous Expense	-95	0	0
7790 Other Materials and Supplies	0	0	16,000
Subtotal Services and Supplies	\$ 937	\$ 0	\$ 84,414
Motorist Services Total	\$ 1,352,952	\$ 1,026,317	\$ 1,349,362



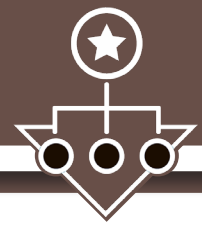
Operations

Bus Operations

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

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	37,363,531	39,537,820	38,140,846
7150 Extra Help Employees	366,338	572,543	848,112
7209 Deferred Compensation	810,865	923,249	894,566
7210 Pensions	12,233,027	13,073,285	13,539,287
7220 Insurances	809,329	1,039,911	875,128
7240 Health Care	9,936,850	10,494,691	11,916,899
7260 Compensated Absences	5,081,186	5,645,684	5,376,305
7270 Workers' Compensation	4,358,763	4,162,839	3,661,622
7280 Other Benefits	1,075,225	1,027,945	1,200,172
Subtotal Salaries and Benefits	\$ 72,035,114	\$ 76,477,967	\$ 76,452,937
<u>Services and Supplies</u>			
7510 Professional Services	15,308	0	0
7540 Insurance Claims Expense	-39,468	0	0
7610 Outside Services	150,763	273,500	360,823
7650 Travel, Training, and Mileage	31,213	26,664	28,480
7660 Office Expense	33,056	51,472	52,102
7670 Miscellaneous Expense	56,430	50,289	52,050
7790 Other Materials and Supplies	-7,039	22,805	28,820
Subtotal Services and Supplies	\$ 240,263	\$ 424,730	\$ 522,275
Bus Operations Total	\$ 72,275,377	\$ 76,902,697	\$ 76,975,212



Contract Transportation Services

Contract Transportation Services is responsible for contract transportation oversight. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including OC ACCESS, OCTA’s complementary paratransit service; contracted fixed-route, including micro-transit, vanpool, 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 contracted services staff provides direct oversight of the contractors’ performance to ensure OCTA’s operating and vehicle maintenance standards are achieved per contract guidelines and OCTA standards. Contracted services are operated out of three OCTA facilities, with fixed-route service operated from Anaheim and Irvine Sand Canyon and OC ACCESS service from Irvine Construction Circle.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Contract Transportation Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,209,728	1,400,183	1,460,613
7150 Extra Help Employees	0	0	36,000
7209 Deferred Compensation	34,918	41,876	44,238
7210 Pensions	382,441	435,286	503,640
7220 Insurances	33,111	47,181	40,841
7240 Health Care	215,843	276,312	313,183
7260 Compensated Absences	145,648	176,065	204,661
7270 Workers' Compensation	28,884	37,843	32,624
7280 Other Benefits	60,082	80,124	83,790
Subtotal Salaries and Benefits	\$ 2,110,655	\$ 2,494,870	\$ 2,719,590
<u>Services and Supplies</u>			
7310 Contract Transportation	87,565,261	93,098,853	96,286,407
7510 Professional Services	1,137,143	1,115,688	1,464,480
7610 Outside Services	794,912	1,074,471	513,964
7650 Travel, Training, and Mileage	11,338	14,118	17,284
7660 Office Expense	13,734	26,966	32,253
7670 Miscellaneous Expense	35,507	39,033	53,130
7710 Fuels and Lubricants	5,534,716	6,340,606	8,163,909
7740 Tires and Tubes	1,067,302	1,137,199	1,168,366
7750 Maintenance Expense	45	0	465,643
7790 Other Materials and Supplies	3,571	0	2,500
7820 Taxes	2	21,763	21,763
7830 Contributions to Other Agencies	2,267,478	4,800,847	2,307,281
Subtotal Services and Supplies	\$ 98,431,009	\$ 107,669,544	\$ 110,496,980
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	179,336	5,678,645	7,006,756
Subtotal Capital Expenditure	\$ 179,336	\$ 5,678,645	\$ 7,006,756
Contract Transportation Services Total	\$ 100,721,000	\$ 115,843,059	\$ 120,223,326



Operations

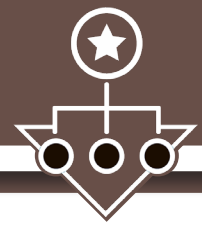
Contract Transportation Services, continued

In addition, Contract Transportations Services also administers community transportation services, including the certification process for ACCESS, OCTA's complementary paratransit service, as required under the ADA. The department also works with cities, Orange County Office on Aging, Regional Center of Orange County, adult day healthcare programs, and private non-profit programs to implement alternative transportation services in the community.

Maintenance

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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Maintenance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,307,971	13,610,424	13,737,295
7150 Extra Help Employees	9,449	14,450	11,250
7209 Deferred Compensation	102,504	128,279	129,555
7210 Pensions	4,409,469	4,585,021	5,004,821
7220 Insurances	282,690	381,262	308,139
7240 Health Care	3,052,282	3,487,012	3,571,597
7260 Compensated Absences	1,937,549	2,046,763	2,124,262
7270 Workers' Compensation	670,746	743,019	653,330
7280 Other Benefits	691,559	683,070	745,742
Subtotal Salaries and Benefits	\$ 23,464,219	\$ 25,679,300	\$ 26,285,991
<u>Services and Supplies</u>			
7510 Professional Services	44,423	76,000	1,583,277
7540 Insurance Claims Expense	2,096	0	0
7610 Outside Services	5,455,451	5,564,875	5,808,827
7650 Travel, Training, and Mileage	69,546	45,219	211,859
7660 Office Expense	45,484	99,981	133,796
7670 Miscellaneous Expense	34,687	93,371	83,016
7690 Leases	2,185	0	0
7710 Fuels and Lubricants	3,119,725	5,111,003	6,711,507
7740 Tires and Tubes	878,937	1,032,210	1,104,484
7750 Maintenance Expense	3,532,323	3,272,667	3,829,382
7780 General Equipment/Structures	8	0	0
7790 Other Materials and Supplies	797,314	970,000	1,110,100
7820 Taxes	8,869	47,047	49,817
Subtotal Services and Supplies	\$ 13,991,048	\$ 16,312,373	\$ 20,626,065
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	17,101,224	915,000	218,561,897
Subtotal Capital Expenditure	\$ 17,101,224	\$ 915,000	\$ 218,561,897
Maintenance Total	\$ 54,556,491	\$ 42,906,673	\$ 265,473,953



Maintenance, continued

The department performs routine maintenance on an active fleet of revenue vehicles consisting of 40-foot compressed natural gas (CNG) buses, 40-foot hydrogen 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 151 miscellaneous equipment, cars, trucks, and vans), and a contingency fleet of 20 buses.

The department consists of five sections, which include: maintenance training, Maintenance Base Operations in the cities of Garden Grove and Santa Ana; Maintenance Resource Management (MRM) which is comprised of Fleet Analysis, Maintenance Administration, and Contract Support Management. Transit Technical Services (TTS) includes a variety of maintenance support functions including engineering and quality assurance and controls, fleet document control, environmental compliance, and vehicle design changes and implementation; and Facilities Maintenance.

Scheduling and Bus Operations Support

Scheduling and Bus Operations Support Department is comprised of three functional areas: Scheduling, Stops and Zones, and Customer Advocacy. The primary tasks of Scheduling are to create bus schedules, determine vehicle requirements, and develop coach operator work assignments. This section also participates, manages the service change process, is responsible for building schedules based on frequency, span, and coverage of service, applies service goals and guidelines, and monitors bus system performance, particularly on-time performance.

The Stops and Zones (SANZ) function is responsible for establishing and maintaining bus stops, layover zones and maintaining the agency's nearly 5,400 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 daily. This section is also responsible for the collection of route scheduling data through ride checks and point checks. This data is used to develop route schedules and identify nuanced route details such as rider trends and vehicle loading.

The Customer Advocacy function is designed to represent the interests of the agency's internal and external customers as part of the Operations Division's decision-making process. 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.



Operations

Scheduling and Bus Operations Support, continued

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Scheduling and Bus Operations Support			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	664,036	862,349	836,007
7150 Extra Help Employees	56,017	67,500	78,750
7209 Deferred Compensation	16,815	24,535	23,996
7210 Pensions	207,964	257,559	275,417
7220 Insurances	20,093	27,648	22,153
7240 Health Care	124,364	181,452	171,339
7260 Compensated Absences	89,428	103,154	111,018
7270 Workers' Compensation	17,228	25,949	22,371
7280 Other Benefits	44,913	44,718	43,390
Subtotal Salaries and Benefits	\$ 1,240,858	\$ 1,594,864	\$ 1,584,441
<u>Services and Supplies</u>			
7510 Professional Services	232,003	265,487	257,847
7610 Outside Services	880,231	581,184	520,192
7650 Travel, Training, and Mileage	7,216	5,858	6,435
7660 Office Expense	1,125	2,500	3,300
7670 Miscellaneous Expense	345	1,240	1,730
7790 Other Materials and Supplies	283,588	15,000	26,002
Subtotal Services and Supplies	\$ 1,404,508	\$ 871,269	\$ 815,506
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	600,000	600,000
Subtotal Capital Expenditure	\$ 0	\$ 600,000	\$ 600,000
Scheduling and Bus Operations Support Total	\$ 2,645,366	\$ 3,066,133	\$ 2,999,947



Rail Operations

Rail Operations is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service that supports and matches the growth and development patterns of the county and region. This is accomplished through the coordination of activities with the Southern California Regional Rail Authority (SCRRA), local cities, regional entities, and state and federal agencies. Through the direction of these responsibilities, the department supports the growth of an efficient rail transit system in Orange County.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
Rail Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	35,792	468,326	387,651
7150 Extra Help Employees	0	0	13,500
7209 Deferred Compensation	452	14,006	11,741
7210 Pensions	12,140	145,592	133,815
7220 Insurances	640	15,783	10,838
7240 Health Care	4,748	82,022	51,282
7260 Compensated Absences	4,407	58,890	54,319
7270 Workers' Compensation	949	10,812	7,457
7280 Other Benefits	4,784	25,528	21,229
Subtotal Salaries and Benefits	\$ 63,912	\$ 820,959	\$ 691,832
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	7,121	6,623
7660 Office Expense	0	981	2,000
7670 Miscellaneous Expense	0	1,740	3,270
Subtotal Services and Supplies	\$ 0	\$ 9,842	\$ 11,893
Rail Operations Total	\$ 63,912	\$ 830,801	\$ 703,725



Operations

OC Streetcar

OC Streetcar supports the development of a 4.15 mile route modern streetcar line that connects the SARTC to downtown Santa Ana and a new transportation hub near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove. This department is responsible for the implementation of the Operations and Maintenance of the OC Streetcar.

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
OC Streetcar			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	71,382	153,581	152,396
7209 Deferred Compensation	2,114	4,593	4,616
7210 Pensions	20,396	47,745	52,407
7220 Insurances	1,291	5,176	4,261
7240 Health Care	6,505	17,179	20,884
7260 Compensated Absences	5,538	19,312	21,354
7270 Workers' Compensation	1,623	2,162	1,864
7280 Other Benefits	0	8,372	8,346
Subtotal Salaries and Benefits	\$ 108,849	\$ 258,120	\$ 266,128
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	3,578	0	410
7660 Office Expense	1,797	0	0
Subtotal Services and Supplies	\$ 5,375	\$ 0	\$ 410
OC Streetcar Total	\$ 114,224	\$ 258,120	\$ 266,538



LOSSAN Staff Administration

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

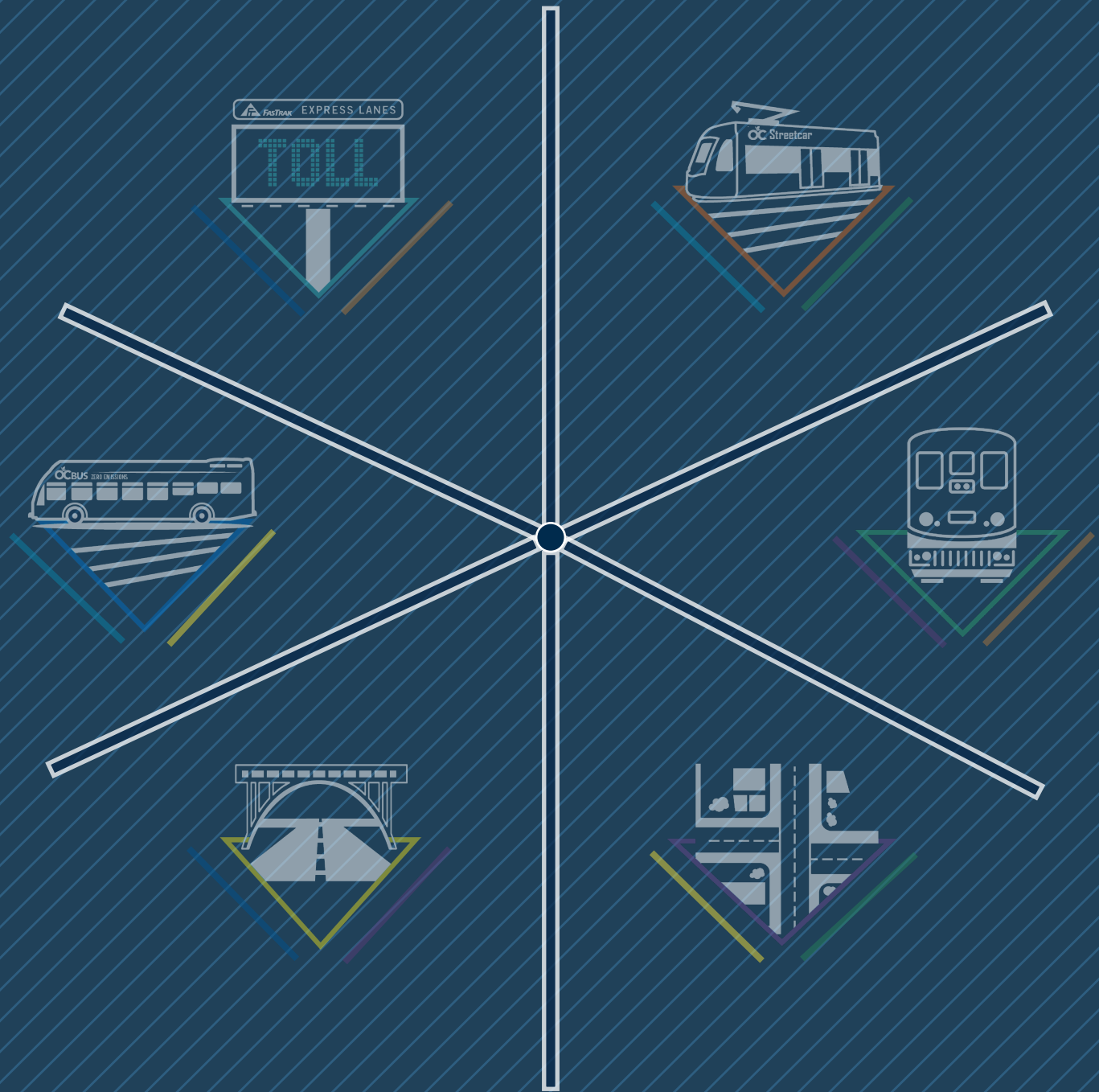
The LOSSAN Agency is a Joint Powers Authority originally formed in 1989 that works to increase ridership, revenue, capacity, reliability, coordination, and safety on the rail corridor between San Diego, Los Angeles and San Luis Obispo. It is governed by an 11-member Board of Directors composed of officials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

Department Expenses by Account	FY 2017-18 Actuals	FY 2018-19 Budget	FY 2019-20 Budget
LOSSAN Staff Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	731,096	1,398,378	1,511,160
7150 Extra Help Employees	0	11,900	0
7209 Deferred Compensation	16,369	41,820	45,770
7210 Pensions	227,523	437,589	522,311
7220 Insurances	18,889	47,127	42,251
7240 Health Care	142,791	241,427	275,248
7260 Compensated Absences	99,822	175,841	211,745
7270 Workers' Compensation	17,316	28,112	26,099
7280 Other Benefits	21,442	85,405	91,939
Subtotal Salaries and Benefits	\$ 1,275,248	\$ 2,467,599	\$ 2,726,523
<u>Services and Supplies</u>			
7610 Outside Services	22,672	0	15,000
7630 Advertising Fees	1,947	0	5,000
7650 Travel, Training, and Mileage	410	7,452	3,920
7660 Office Expense	6,118	2,680	4,011
7670 Miscellaneous Expense	5,480	3,144	3,820
Subtotal Services and Supplies	\$ 36,627	\$ 13,276	\$ 31,751
LOSSAN Staff Administration Total	\$ 1,311,875	\$ 2,480,875	\$ 2,758,274

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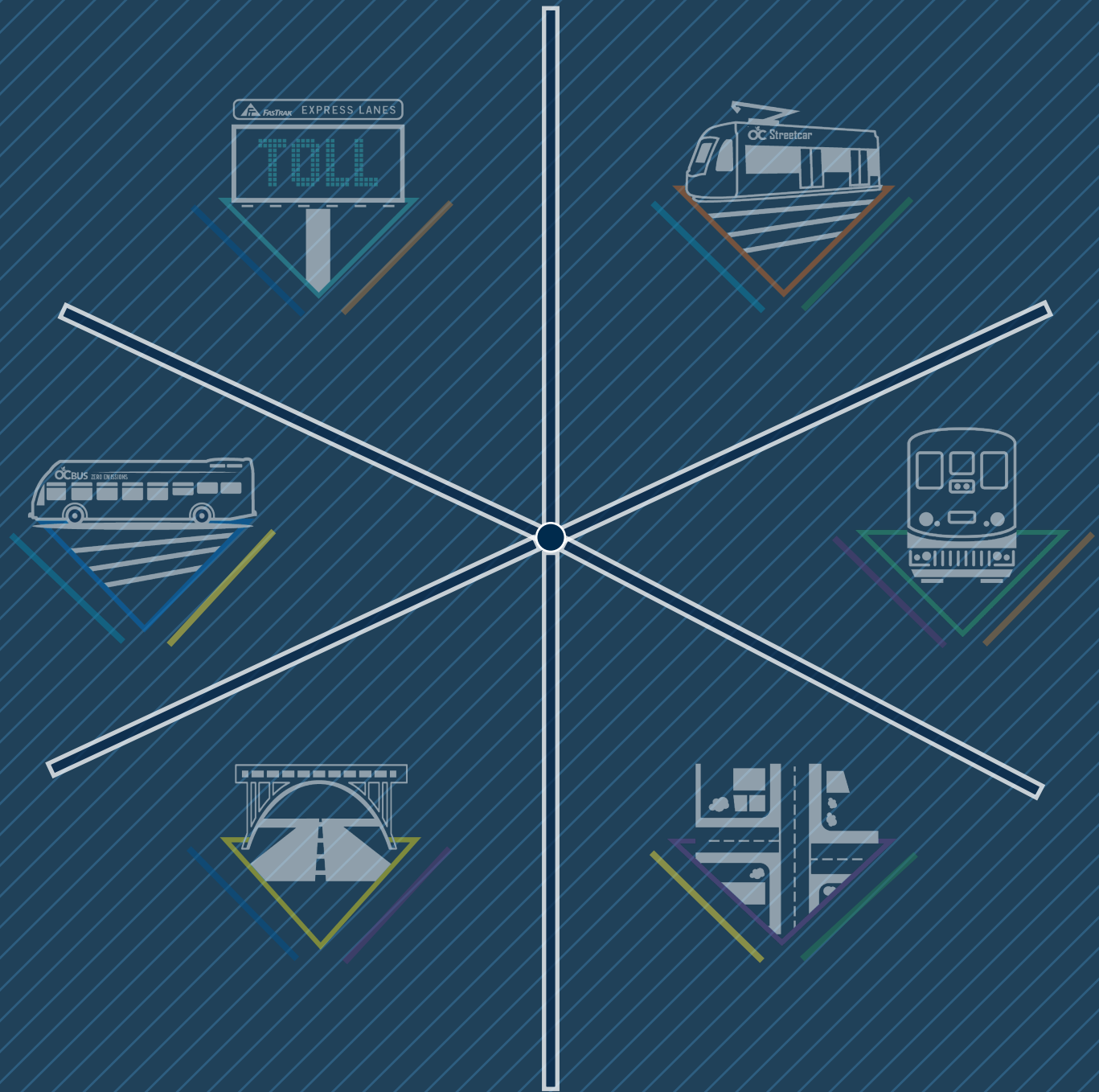
APPENDIX

FISCAL YEAR 2019-20



APPENDIX

FISCAL YEAR 2019-20





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. As of 2017, this revenue was 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 taxi-cab vehicles. OCTAP was established as an enterprise fund to ensure that program-related expenses are covered by program generated revenues.

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

OC Streetcar Fund

The OC Streetcar Fund supports the operating costs of the OC Streetcar service.

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.

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.

Transit Development Capital Projects

The OCTD Capital Projects Fund was established to track federally funded capital projects administered by OCTA in which OCTD is the grantee or legal recipient.

Measure M2 Bond Debt Service Fund

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

American Public Transportation Association (APTA) Fund

The APTA Fund supports revenues and expenditures associated with OCTA's hosting of the APTA Expo in the year 2020.

Additional Retiree Benefit Account (ARBA)

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



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 expenditures.

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

Encumbrance: The commitment of appropriated funds to purchase goods or services. At OCTA, encum-

brances 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.

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. 2019-028 and LTA Resolution No. 2019-027 on June 10, 2019 establishing appropriations limits for the OCTA General Fund at \$12,054,043 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,821,701,129 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 \$4,953,191 and \$355,650,385 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 2019-20 appropriation limits are on the following pages.



RESOLUTION No. 2019-028
OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2019-20

WHEREAS, Article XIIIB 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 2019-20 is \$12,054,043.
2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2019-20 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$4,953,191.
3. The appropriations limit for Fiscal Year 2019-20 exceeds proceeds of taxes for Fiscal Year 2019-20 by \$7,100,852.

ADOPTED, SIGNED, AND APPROVED this 10th day of June 2019.

AYES: Chairman Shaw and Vice Chairman Jones, and Directors Bartlett, Chaffee, Delgleize, Do, Hennessey, Moreno, Mark A. Murphy, Richard Murphy, Steel, and Wagner

NOES: None

ABSENT: Directors Davies, Hernandez, Muller, Pulido, and Winterbottom

ATTEST:


Lauren Weinert
Clerk of the Board


Tim Shaw, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2019-028



**RESOLUTION No. 2019-027
OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY - MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2019-20**

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 2019-20 is \$1,821,701,129.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2019-20 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$355,650,385.
3. The appropriations limit for Fiscal Year 2019-20 exceeds proceeds of taxes for Fiscal Year 2019-20 by \$1,466,050,744.


ADOPTED SIGNED AND APPROVED this 10th day of June 2019.


AYES: Chairman Shaw and Vice Chairman Jones, and Directors Bartlett, Chaffee, Delgleize, Do, Hennessey, Moreno, Mark A. Murphy, Richard Murphy, Steel, and Wagner

NOES: None

ABSENT: Directors Davies, Hernandez, Muller, Pulido, and Winterbottom

ATTEST:


Laurena Weinert
Clerk of the Board


Tim Shaw, Chairman
Orange County Local Transportation Authority

OCLTA Resolution No. 2019-027



RESOLUTION OF THE BOARD OF DIRECTORS FOR THE ORANGE COUNTY TRANSPORTATION AUTHORITY APPROVING AN OPERATING AND CAPITAL BUDGET FISCAL YEAR 2019-20

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 \$1,525.2 million for Fiscal Year 2019-20;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 13, 2019, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 10, 2019, 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, 2019 through June 30, 2020, 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 10th day of June 2019.

AYES: Chairman Shaw and Vice Chairman Jones, and Directors Bartlett, Chaffee, Davies, Delgleize, Do, Hennessey, Moreno, Muller, Mark A. Murphy, Richard Murphy, Pulido, and Steel

NOES: Director Wagner

Director Steel only opposed the OC Streetcar project portion of the fiscal year 2019-20 budget.

ABSENT: Directors Hernandez and Winterbottom

ATTEST:

Handwritten signature of Laurena Weinert

Laurena Weinert
Clerk of the Board

Handwritten signature of Tim Shaw

Tim Shaw, Chairman
Orange County Transportation Authority

OCTA Resolution No. 2019-026



Map of Orange County



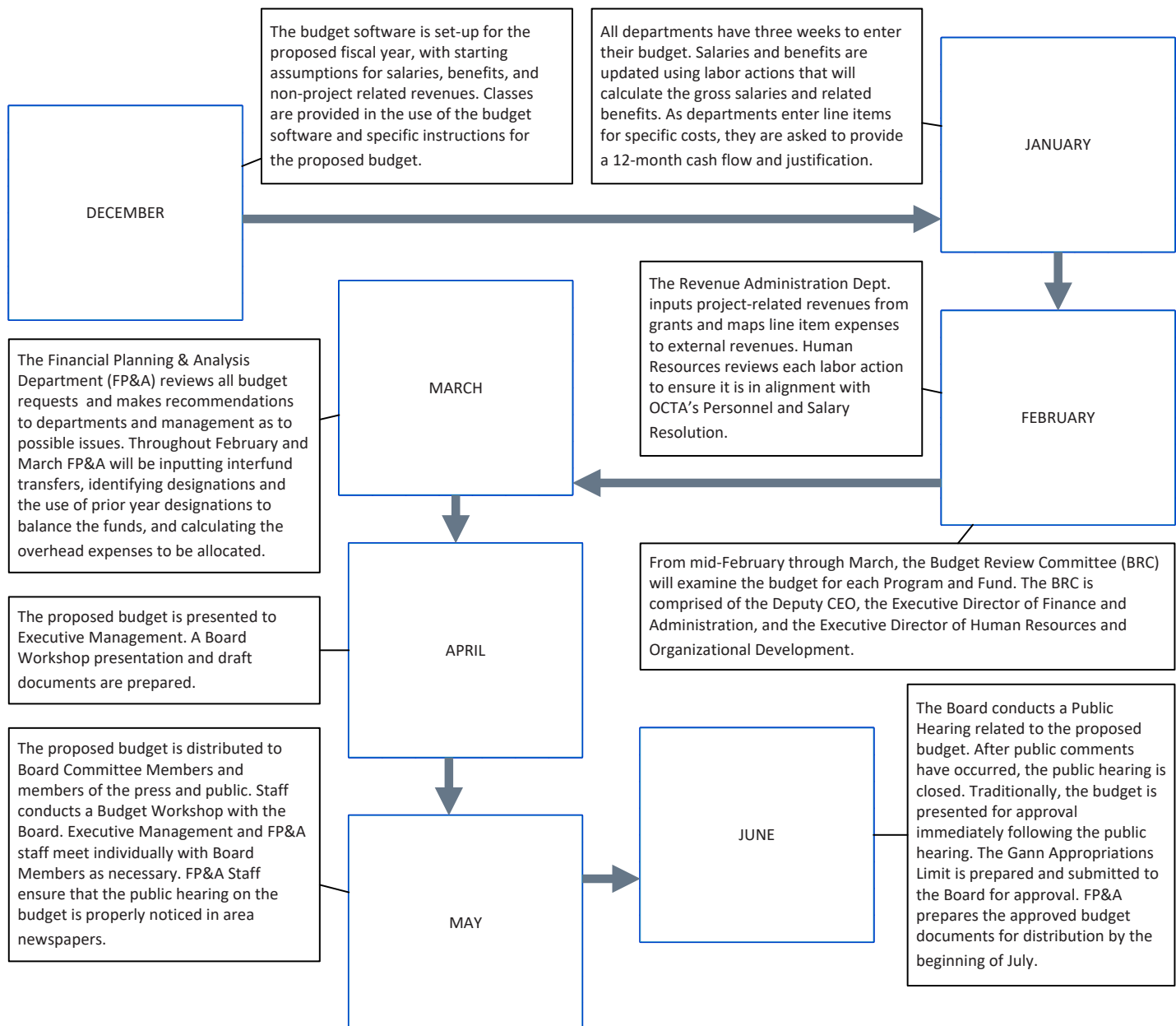
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Budget Calendar

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.

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

Budget Policy

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

The approved budget can be amended by the Board to alter both appropriations and estimated revenues as unforeseen circumstances arise. Division and department heads are authorized to approve appropriation transfers within major objects. Appropriation transfers between major objects require Board approval. Accord-

ingly, 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.

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.

OCTA's Debt Policy

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

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

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



subject to the Treasurer's approval. In order to obtain more details related to OCTA's Comprehensive Debt Management Policy, contact OCTA's Treasury Department.

Basis of Accounting

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

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

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

Those revenues susceptible to accrual are sales taxes collected and held by the state at year-end on behalf of OCTA, 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.

OCTA's Capital Replacement Fund

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

On a periodic basis, OCTA reviews the financial health of each of its programs by developing a long-term financial planning document called the Comprehensive Business Plan (CBP). As part of this process, each program is reviewed over a 20-year horizon. For the bus program, the goal is to determine a financially sustainable level of service and an accompanying capital plan based on anticipated revenues.

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

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