

COSTA MESA

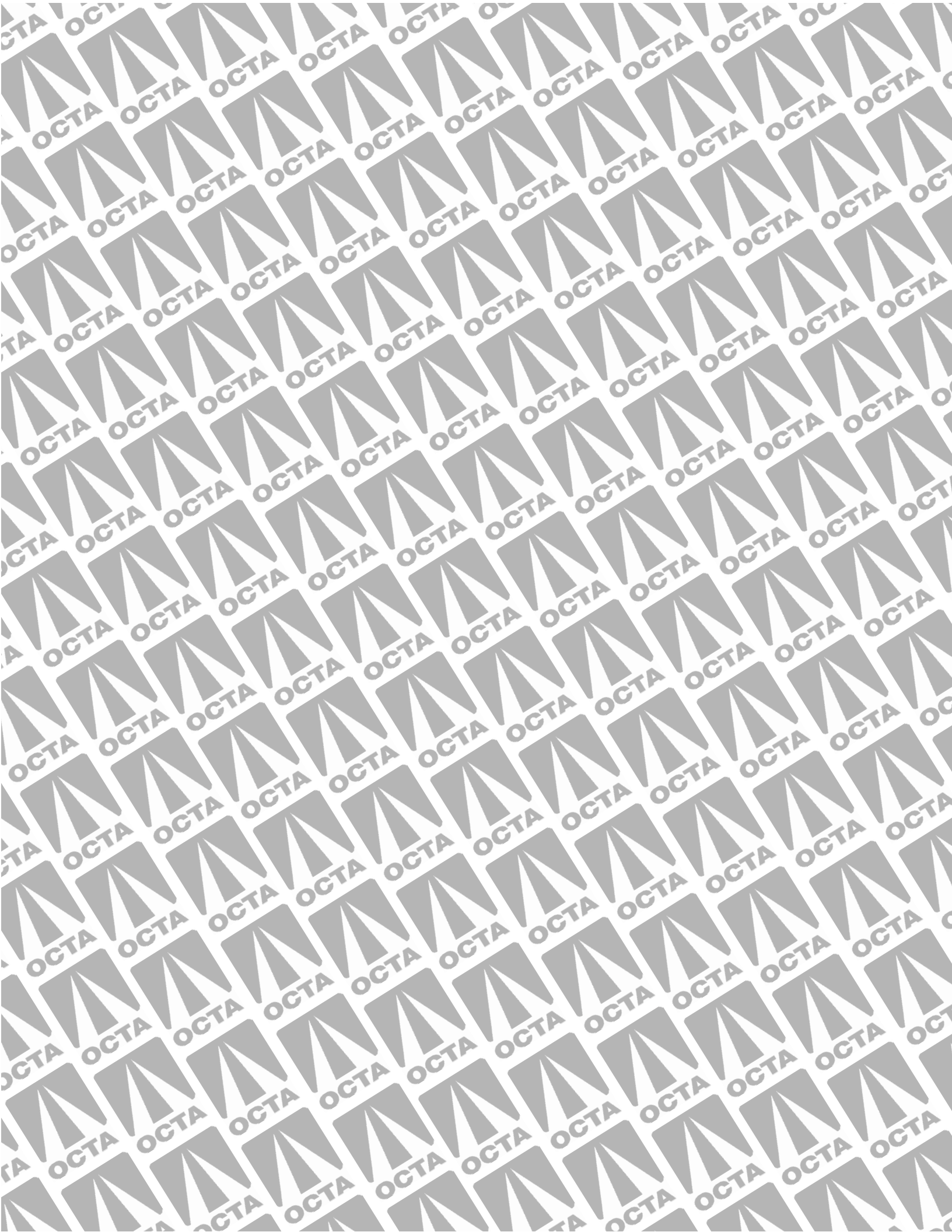
# Proposed Budget



Fiscal Year 2013-14



**PLACEHOLDER  
CEO'S LETTER**



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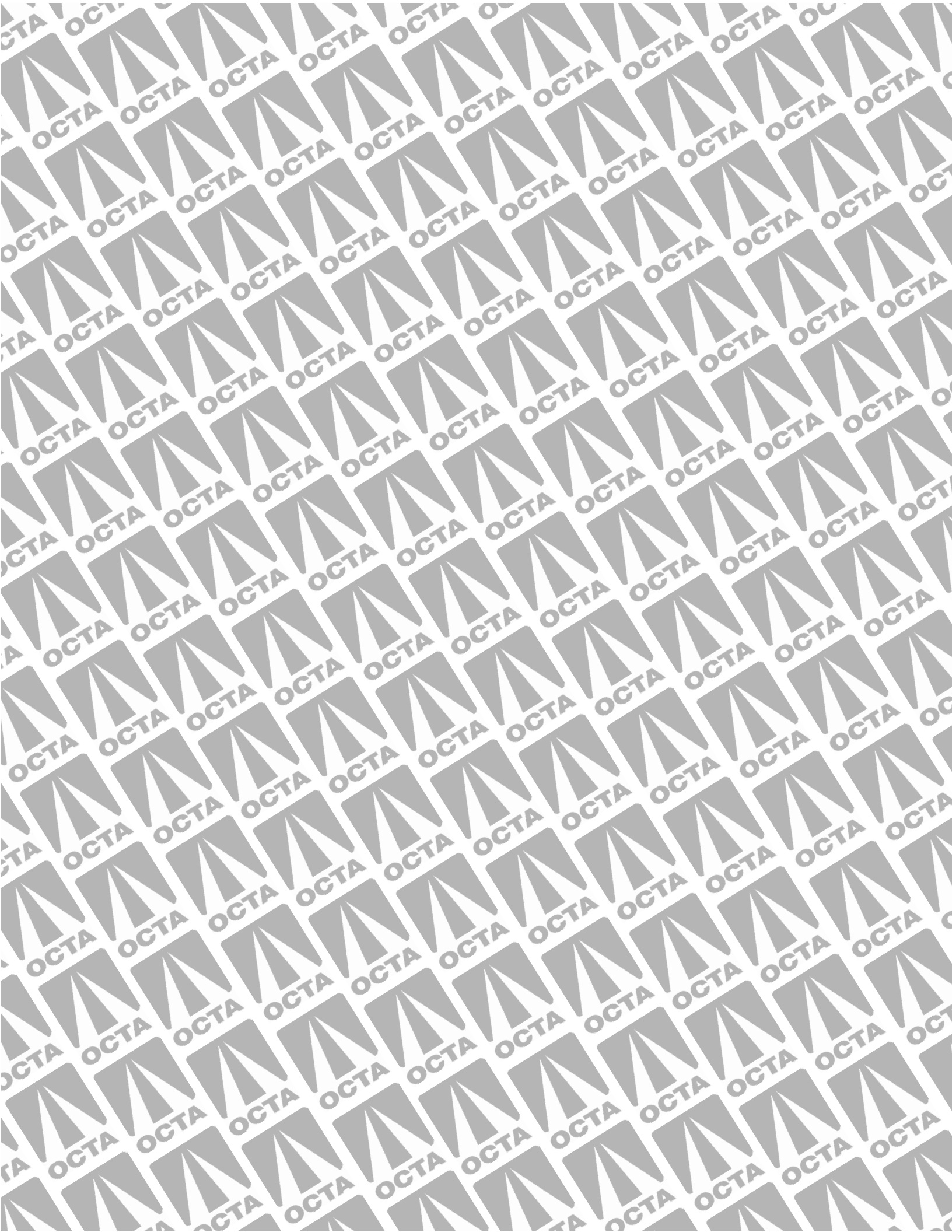
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# OCTA Board of Directors

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

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

**Gregory T. Winterbottom**  
**Chairman**  
 Public Member



**Shawn Nelson**  
**Vice Chairman**  
 Supervisor, District 4  
 County of Orange



**Patricia Bates**  
**Director**  
 Supervisor, District 5  
 County of Orange



**Lori Donchak**  
**Director**  
 Councilmember  
 City of San Clemente



**Gail Eastman**  
**Director**  
 Mayor Pro Tem  
 City of Anaheim



**Matthew Harper**  
**Director**  
 Mayor Pro Tem  
 City of Huntington  
 Beach



**Michael Hennessey**  
**Director**  
 Public Member



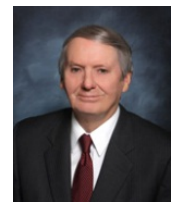
**Steve Jones**  
**Director**  
 Councilmember  
 City of Garden  
 Grove



**Jeffrey Lalloway**  
**Director**  
 Mayor Pro Tem  
 City of Irvine



**Gary Miller**  
**Director**  
 Mayor  
 City of Seal Beach



**John Moorlach**  
**Director**  
 Supervisor, District 2  
 County of Orange



**Al Murray**  
**Director**  
 Mayor  
 City of Tustin



**Janet Nguyen**  
**Director**  
 Supervisor, District 1  
 County of Orange



**Miguel Pulido**  
**Director**  
 Mayor  
 City of Santa Ana



**Tim Shaw**  
**Director**  
 Councilmember  
 City of La Habra



**Todd Spitzer**  
**Director**  
 Supervisor, District 3  
 County of Orange

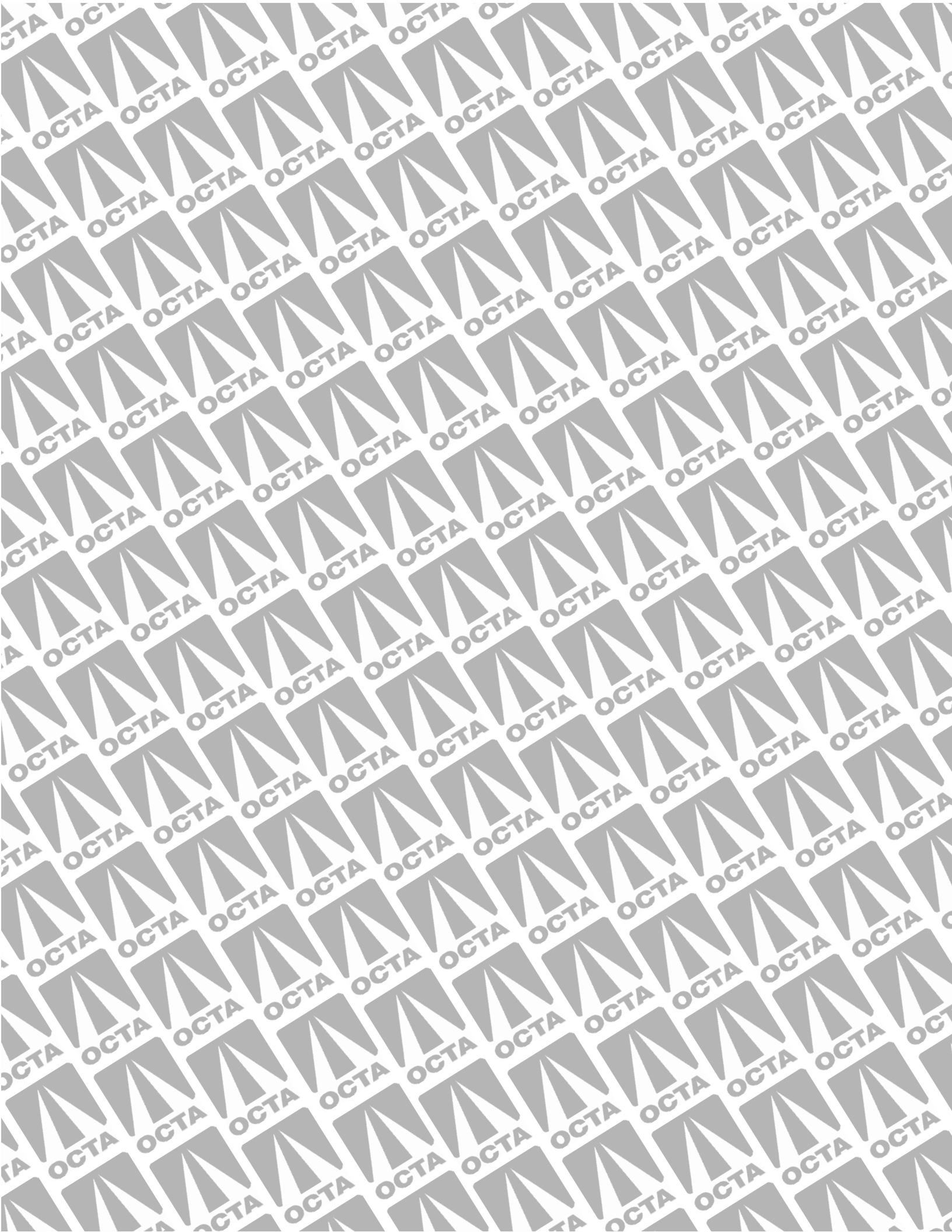


**Frank Ury**  
**Director**  
 Councilmember  
 City of Mission Viejo

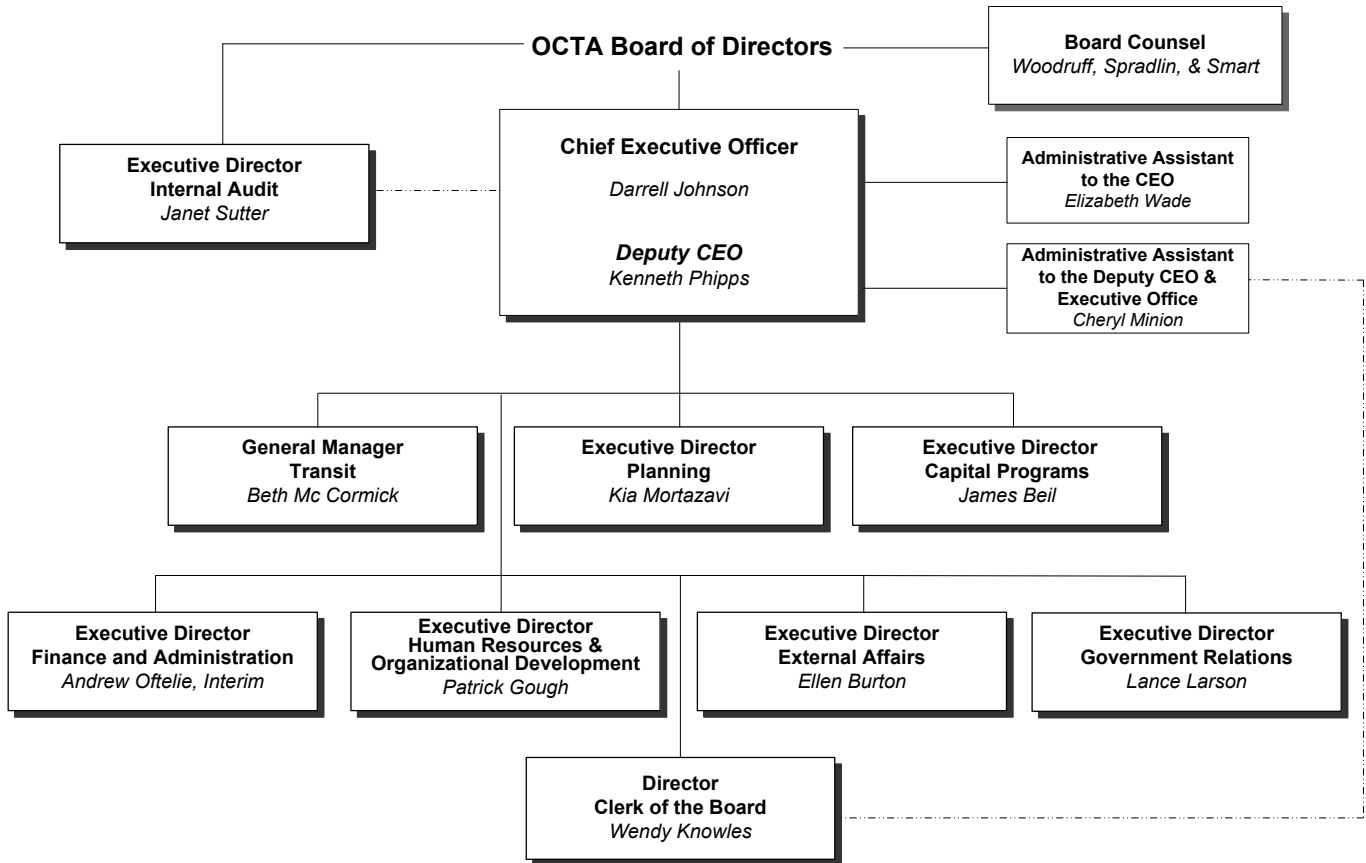


**Ryan Chamberlain**  
**Governor's Ex-officio  
 Member**  
 District Director  
 Caltrans District 12

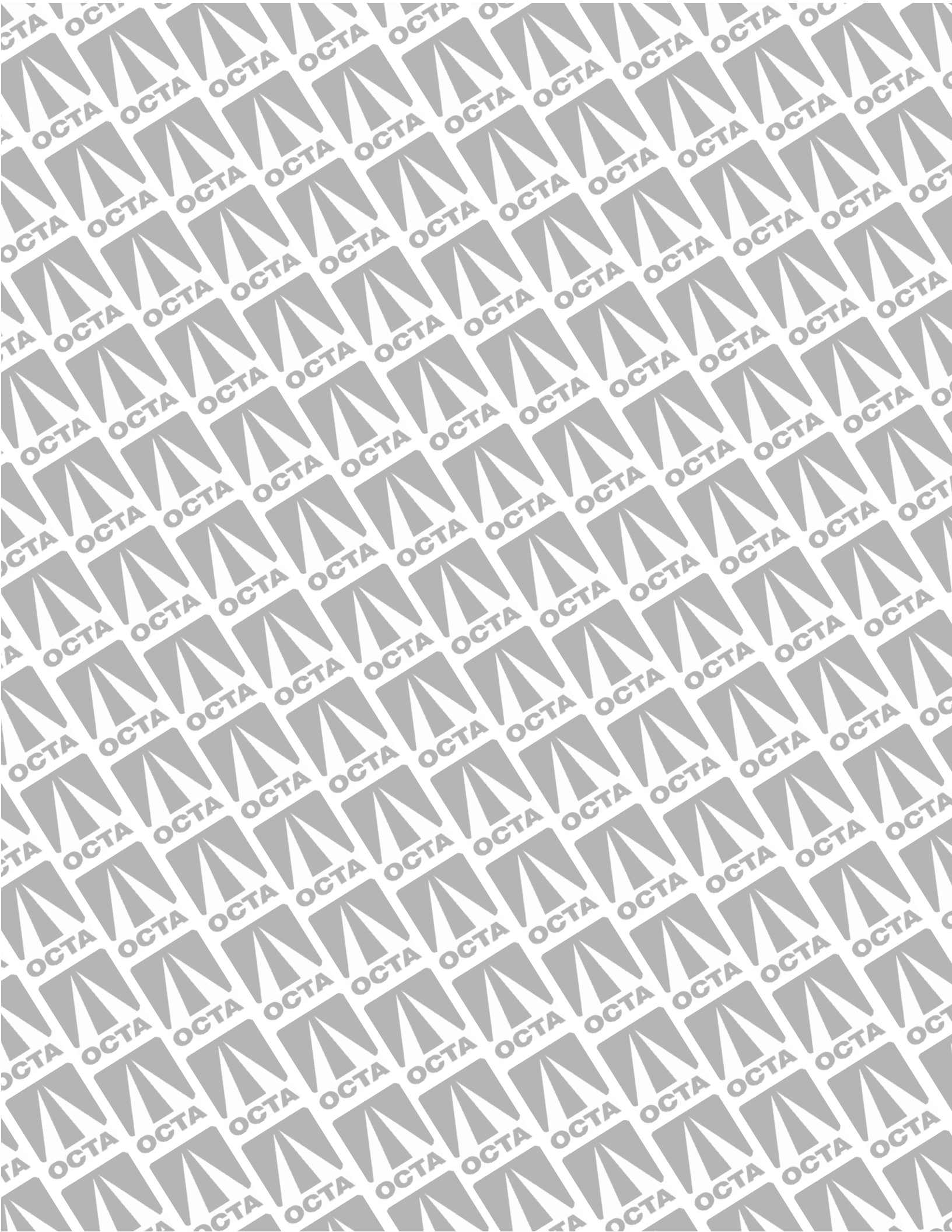




**Orange County Transportation Authority**

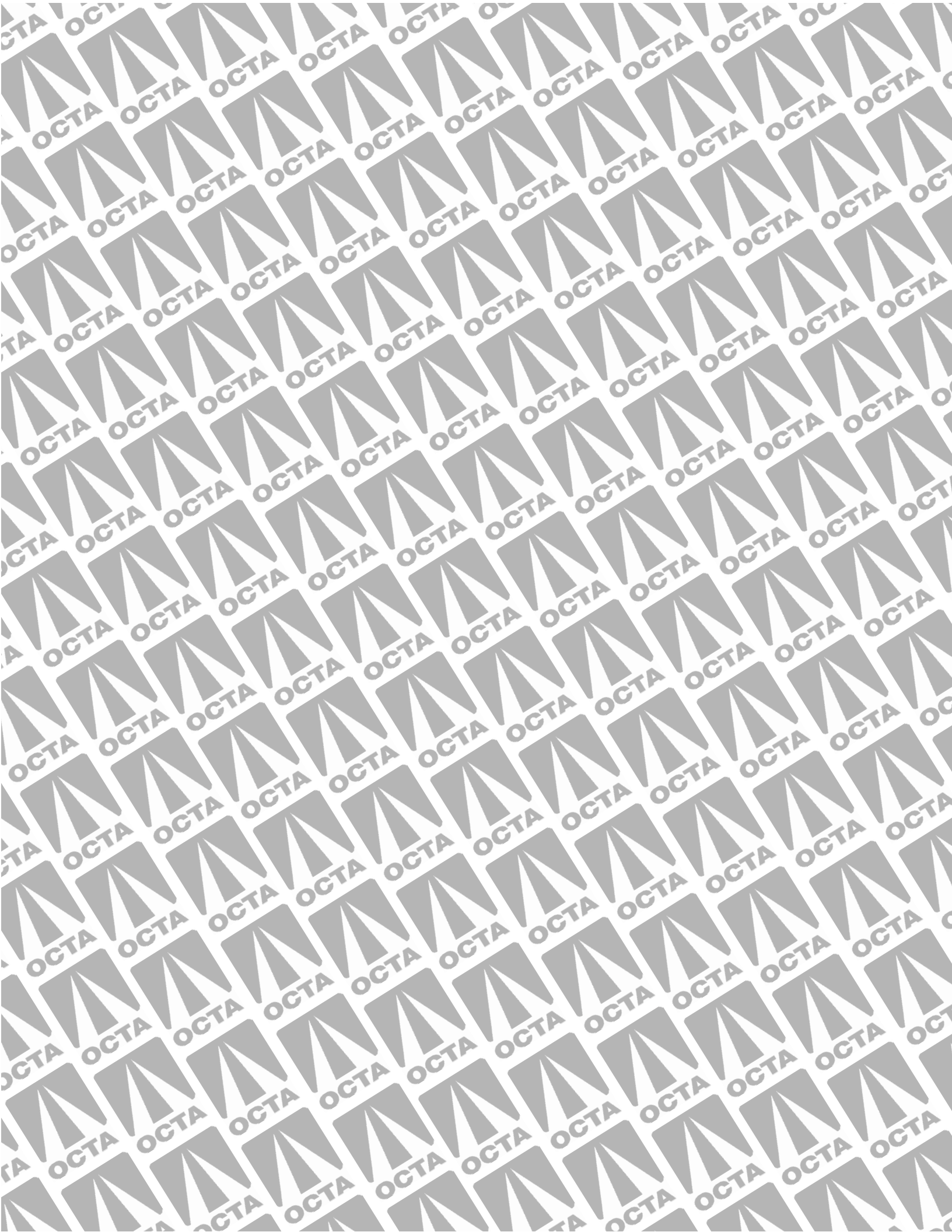






# Executive Summary





## Organization

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

The former agencies and funds consolidated to form OCTA include:

- Orange County Transportation Commission
- Orange County Transit District
- Orange County Consolidated Transportation Services Agency
- Orange County Local Transportation Authority
- Service Authority for Freeway Emergencies
- Orange County Congestion Management Agency
- Service Authority for Abandoned Vehicles
- State Transit Assistance Fund
- Orange County Local Transportation Fund
- Orange County Unified Transportation Trust
- Transportation Development Reserve

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

## OCTA's Strategic Plan Framework

To provide Orange County residents with the highest quality transportation programs and services, OCTA is committed to its organizational vision and mission statement. It also operates within the framework of its goals and values.

## Values

- Integrity—We deliver as promised and do so ethically, fairly, and with transparency.
- Customer Focus—We treat our customers with care, consideration and respect, providing friendly and reliable professional service responsive to their needs.
- Can-do Spirit—We tackle challenges with innovation, vision, and strategic thinking.
- Communication—We provide consistent, timely and reliable information in an open, honest, and straightforward manner.
- Teamwork—We work well together from a sense of shared purpose and mutual respect.

## Vision

Provide an integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County.

## Mission

Develop and deliver transportation solutions to enhance quality of life and keep Orange County moving.

## 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.

These goals, paired with our transit performance measures on page 18, fuel the CEO and Chairman Winterbottom's Strategic Initiatives. (*Next page*)

**OCTA 2013**  
**OCTA LOOKING FORWARD**  
**21 Years of Public Service**



**1 ADVANCE DELIVERY OF THE M2020 PROJECTS.**

- Ensure progress on the I-405 Improvement Project.
- Further develop M2 freeway projects.
- Continue delivery of the OC Bridges and LOSSAN grade separations.



**2 EXPLORE NEW AND ENHANCED TRANSIT SERVICES.**

- Implement new, higher-speed bus service.
- Support development of fixed guideway projects.
- Award an ACCESS service provider contract.



**3 IMPROVE PASSENGER RAIL SERVICES.**

- Continue implementation of a new Joint Powers Authority (JPA) on the LOSSAN corridor.
- Implement rail station improvements.



**4 ENHANCE REGIONAL BICYCLE PROGRAMS.**

- Provide grant funding for bike projects.
- Launch the bike-share pilot program.
- Continue regional bike corridor planning.



**5 EMPHASIZE COMMUNITY OUTREACH AND INVOLVEMENT IN DELIVERY OF M2020 PROJECTS.**

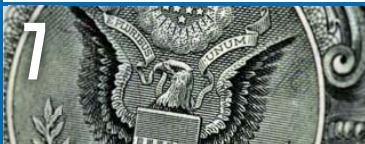
- Enhance public participation of M2020 projects.
- Create public information and awareness programs.

**Chairman Winterbottom's**  
**STRATEGIC INITIATIVES**



**6 STRENGTHEN REGIONAL PARTNERSHIPS.**

- Focus efforts on building relationships between Orange County and our border counties and communities.



**7 DEVELOP EFFECTIVE FUNDING STRATEGIES AND PROGRAMS.**

- Maximize the use of state and federal funds to deliver the M2020 projects and ensure timely use of funds.



**8 MAINTAIN M2 ORDINANCE PROMISE TO VOTERS.**

- Deliver the M2 performance assessment
- Seek Taxpayer Oversight Committee annual compliance finding.



**9 CONTINUE TO SUPPORT ENVIRONMENTAL STEWARDSHIP AND SUSTAINABILITY INITIATIVES.**

- Release the Natural Community Conservation/Habitat Conservation Plans.
- Award M2 water quality program funding.
- Emphasize sustainability and environmental stewardship.



**10 REFINE AND UPDATE THE STRATEGIC PLAN.**

- Complete the first, two-year review cycle.



**11 ENSURE ACCOUNTABILITY AND EFFICIENCY IN OPERATIONS.**

- Continue to focus on demand management strategies.
- Pursue Collective Bargaining Agreements.
- Address pension reform requirements.
- Conclude headquarters building strategy.



**12 ADVANCE WORKFORCE DEVELOPMENT AND MAXIMIZE HUMAN CAPITAL POTENTIAL.**

- Review employee compensation policies.
- Continue leadership development, succession planning, training and activities.

## Reader's Guide

The purpose of the Reader's Guide is to provide a general overview of the budget process and a guideline to navigate through the budget documents.

### Budget Preparation

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

Altogether, budget preparation takes approximately seven months. Work typically begins with revenue projections in December and culminates in June with a Public Hearing and Board approval of the budget. The following outlines the major steps and timeframe involved:

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

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

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

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

**June**—The Board conducts a Public Hearing relating to the proposed budget. After public comments have occurred, the public hearing is closed. Traditionally, the Board approves the

budget immediately following the public hearing. The Gann Appropriations Limit is prepared and submitted to the Board for approval. FP&A staff prepares the approved budget documents for distribution by the beginning of July.

### Budget Controls

OCTA maintains budget control through the formal adoption of an operating budget for the general, special revenue, enterprise, internal service, capital projects, debt service, and trust funds. The operating budget is prepared in conformity with generally accepted accounting principles except certain multi-year contracts for which the entire amount of the contract is budgeted and encumbered in the year of execution. The approved budget can be amended by the Board to alter both appropriations and estimated revenues as unforeseen circumstances arise. Division and department heads are authorized to approve appropriation transfers within major objects. Major objects are defined as Salaries & Benefits, Services & Supplies, and Capital. Appropriation transfers between major objects require Board approval. Accordingly, the legal level of budgetary control at which expenditures cannot exceed appropriations for budgeted funds, is at the major object level. With the exception of accounts that have been encumbered, appropriations lapse at year-end.

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

### Financial Reporting

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

## Reader's Guide (continued)

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

## Budget Format

The fiscal year (FY) 2013-14 budget is presented in three documents. The primary document, the "Orange County Transportation Authority's FY 2013-14 Budget," is organized with an Executive Summary, Financial Reports, Fund Budgets, Division Budgets, and an Appendix. Detailed justifications for line item controlled services and capital/fixed assets are provided in two additional volumes.

### *Executive Summary*

The Executive Summary provides a macro view of the annual budget, with the Chairman's initiatives and OCTA's vision, mission, goals and values. An overview of the budget development process, methodology, policies, economic and legislative issues facing OCTA is included. Furthermore, this section provides a brief overview of each program and service provided by the OCTA. These programs include Measure M1 and M2, Bus, 91 Express Lanes, Rail, and Motorist and Taxi Services.

### *Financial Reports*

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

### *Fund Budgets*

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

### *Division Budgets*

OCTA's divisions are outlined as follows:

- Division Organization chart
- Division staffing summary
- A brief narrative of the division's primary responsibilities

- List of division accomplishments for the current fiscal year and goals for the upcoming fiscal year
- Total division staffing by department and job family
- Division and department expenses

### *Appendix*

The appendix includes a brief description of OCTA's funds along with a glossary of key terms.

## Financial Planning Policy

The OCTA has established a set of financial policies to guide the agency in prudently managing taxpayer's dollars in the delivery of a variety of transportation programs and services.

In an effort to ensure the long-term stability of OCTA's transportation programs and services, the OCTA developed the Comprehensive Business Plan (CBP) which is a financially constrained 20-year blueprint that utilizes conservative economic assumptions.

The CBP encapsulates OCTA's programs and outlines their goals and objectives, as articulated by the Board of Directors. This is accomplished within the framework of sound business practices to provide an effective and efficient multi-modal transportation network to the residents of Orange County. Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences and programmatic needs and objectives are incorporated into a business-planning document. The CBP validates the feasibility of proposed program and service levels, anticipates a variable economic environment, and identifies and proposes policy direction. The business plan is an evolving document that is updated annually in response to the ever-changing social, political, and economic environment. The CBP also lays the foundation for the annual budget development process.

In order to achieve OCTA's long-term goals, the budget team begins the budget development process by forecasting revenues utilizing the assumptions derived from the CBP. In addition, all budget requests are reviewed and analyzed to confirm they are in line with the CBP and within available funding levels to produce a balanced budget.

## 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:

**Reader's Guide (continued)**

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

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

In order to obtain more details related to OCTA's Comprehensive Debt Management Policy, contact OCTA's Treasury Department:

Kirk Avila  
Treasurer/General Manager of 91 Express Lanes  
kavila@octa.net

**Basis of Accounting**

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

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

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

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

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



### Fiscal Year 2013-14 Budget Overview

#### Local Bus

As a multi-modal transportation agency serving Orange County, OCTA's local bus service is one of the agency's core programs. OCTA's goal is to provide the citizens and visitors of Orange County with a safe, reliable, and convenient service throughout the county that is sustainable over the long term. The level of bus service that OCTA provides is highly dependent upon the receipt of several major revenues sources. These major revenues include the Local Transportation Fund ¼ cent sales tax, state funding, and passenger fares.

A critical component to maintaining existing service levels is the continuation of State Transit Assistance (STA) funding. OCTA expects to receive approximately \$22.1 million in STA funding next budget year. It is anticipated that sales tax will increase by 5.98 percent, and that Federal formula grant Section 5307 funding will remain at current levels, which is consistent with the current continuing resolution.

OCTA staff recommends a small increase of 24,000 revenue hours to current service levels in the FY 2013-14 budget. The planned revenue hours of 1.24 million will allow for targeted increases in bus service frequency in high-demand corridors to address on-time performance and over crowding conditions. Furthermore, in FY 2013-14 OCTA will implement routes based on recommendations from the Board-approved Transit System Study, adding approximately 31,000 revenue hours. The plan to contract additional fixed-route service commensurate with coach operator attrition will continue with approximately 90,000 revenue hours of directly operated service being converted to contracted service during the fiscal year. By the end of the fiscal year, approximately 25 percent of the fixed-route service will be contracted out.

#### ACCESS

The ACCESS program provides complementary transit service to persons with disabilities as required by the Americans with Disabilities Act (ADA). Historically, service levels were increasing at double-digit rates and consuming a significant portion of the transit budget resources. The Paratransit Growth Management Strategies implemented in 2005 have helped mitigate increasing service levels. To address significant cost increases, new efforts are being implemented to adjust the service delivery model by initiating a pilot taxi trip program and other strategies recommended in the Transit System Study. OCTA also continues its focus on developing community partnerships to provide alternative transportation options for seniors and persons with disabilities. For FY 2013-14, OCTA plans to deliver 521,000 revenue vehicle hours of primary ADA ACCESS service. The number of ADA taxi trips will increase from 190,000 to approximately 264,600 trips during the fiscal year. In addition, nearly 236,724 adult

and senior services trips for eligible riders will be delivered in partnership with participating agencies—partnerships which help to contain overall ACCESS costs.

#### Express Service

OCTA currently operates a total of five express routes that provide stress-free commuting to various destinations within Orange County and neighboring counties. These routes constitute 27,851 revenue hours of the total fixed route service, and offer a convenient option for riders traveling as far as Riverside, Los Angeles, and parts of South Orange County.

#### Go Local Program/Transit Extensions to Metrolink

With two-thirds of Orange County's jobs and population within a four-mile radius of the county's 11 Metrolink stations, OCTA is making a significant investment in the Metrolink service. In February 2006, the OCTA Board approved the Go Local Program to help broaden the reach of the Metrolink system by providing a link between stations and major destinations. The program is a competitive process in which local jurisdictions take the lead in defining, planning, and implementing transit extensions that branch from Metrolink stations to outlying communities and activity centers. The role of OCTA is to provide expertise in transit operations and federal funding processes and coordinate city efforts to ensure the local extensions connect seamlessly with the countywide transit network.

The Go Local Program was initiated with \$30 million of Measure M1 (M1) funds. All 34 Orange County cities received a \$100,000 grant for a total use of \$3.4 million to study possible transit extensions linking major activity and employment centers with a Metrolink station. Cities then developed the proposed projects with detailed planning and alternatives analysis. Initial concepts were approved to move forward by the OCTA Board in 2008 based on factors including their regional benefits, local funding commitment and ability to link a Metrolink station with cities' major population centers.

#### Bus and Shuttle

Service planning for the bus and shuttle projects was completed March 2011. Through the planning efforts, 35 concepts emerged and were evaluated as part of OCTA's Transit System Study to determine how they could integrate and complement service already provided by OCTA. A call for projects was released in March 2012.

#### Fixed-Guideways

The cities of Anaheim and the joint Santa Ana and Garden Grove proposals for fixed-guideway projects were each awarded \$5.9 million in May 2008 to complete an alternatives analysis and state and federal environmental clearance as

**Fiscal Year 2013-14 Budget Overview (continued)**

part of the program. Projects were awarded additional funding in November 2010 through federal grant funds and Measure M2 (M2) funding to complete necessary engineering work. Projects are being developed consistent with Federal Transit Administration (FTA) New/Small Starts planning requirements to ensure eligibility for such funding sources.

It is anticipated that the fixed-guideway projects will require substantial funding beyond what the current M2 revenue allocation provides. The Cities have reevaluated the scope of the projects in an effort to reduce the capital costs. Current preliminary estimates for the two projects total approximately \$550 million.

Expenditures would occur between FY 2010-11 and FY 2017-18 and it is anticipated that rubber tire alternatives will also compete for the same funds. In FY 2013-14, \$14 million is budgeted for project development and preliminary engineering for the Anaheim and Santa Ana/Garden Grove Fixed-Guideway projects. Go Local Transit Extensions to Metrolink has a total project amount of \$14.8 million budgeted in FY 2013-14.

**Senior Mobility Program**

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

Under the program, participating cities are eligible to receive funds and vehicles from OCTA to help design and operate a transit program that best fits the needs of older adults in their communities. To date, 26 cities and four non-profit agencies, including Abrazar, Inc., Jewish Federation and Family Services of Orange County, Korean American Senior Association of Orange County, and Vietnamese Community of Orange County have chosen to participate in the SMP.

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

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

**Jobs Access Reverse Commute (JARC) and New Freedom Program**

The FTA provides funding for transportation programs to serve persons of low income, seniors and persons with disabilities under the Section 5316 JARC and Section 5317 New Freedom Program. Since its inception in October 2009, over \$13.7 million dollars have been awarded to JARC and New Freedom programs.

Agencies receiving JARC and New Freedom funding are implementing transportation and mobility management programs which address gaps and barriers in service identified in the 2008 Orange County Public Transit-Human Services Transportation Coordination Plan. Agencies approved for funding include: Abrazar, Inc., Acacia Adult Day Services, Alzheimer's Family Services, Boys and Girls Club of Huntington Valley, County of Orange/Office on Aging, Dayle McIntosh Center, Irvine Unified School District, Jewish Family Services of Orange County, North Orange County Community College District, OCTA, St. Anselm's Cross Cultural Community Center, University of California, Irvine, Vietnamese Community of Orange County, and Women Helping Women.

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

**Metrolink Commuter Rail Service**

The Metrolink Commuter Rail service is operated as a Joint Powers Authority (JPA) by the Southern California Regional Rail Authority (SCRRA). The JPA is comprised of the following five member agencies: Ventura, Los Angeles, San Bernardino, Riverside, and Orange. Each of the participating agencies contributes a proportional subsidy to SCRRA for operating the Metrolink service along their respective rail lines. There are three lines which serve Orange County and provide a total of 48 trains each weekday, serving eleven city-owned Orange County stations, carrying an average of more than 14,000 daily passengers.

**Metrolink Service Expansion Plan**

In November 2005, the OCTA adopted the Metrolink Service Expansion Program (MSEP) to operate additional train service between the Fullerton Transportation Center and Laguna Niguel/Mission Viejo Metrolink Station.

The primary focus of the MSEP is the implementation of additional train service between the Laguna Niguel/Mission Viejo and Fullerton stations along the OC Line. The

### Fiscal Year 2013-14 Budget Overview (continued)

number of weekday train trips along the OC Line increased from 19 trips per day to 25 when new service was added in the summer of 2011. The new service altered the perception of the OC Line, allowing it to serve not only as the long and short distance commuter service, but also as a viable intracounty transportation alternative linking Laguna Niguel, Irvine, Tustin, Santa Ana, Orange, Anaheim and Fullerton.

#### OC Bridges Program

OCTA is working to improve traffic flow and safety on our streets by building a series of bridges – both underpasses and overpasses – to separate car traffic from trains. These improvements are comprised of seven railroad grade separation projects along the Orangethorpe railroad corridor in the cities of Anaheim, Fullerton, and Placentia. Project locations include underpasses at Raymond Avenue, State College Boulevard, Placentia Avenue, and Kraemer Boulevard, and overheads at Orangethorpe Avenue, Tustin Avenue/Rose Drive, and Lakeview Avenue. The total approved funding for all seven projects is \$590 million with the program construction beginning mid 2011 and extending through 2016. The FY 2013-14 budget includes \$149.2 million in expenditures to advance this effort.

#### Grade Crossing Safety Enhancements

As part of a planned increase in passenger and freight traffic on the three rail lines in Orange County, a renewed focus was placed on at-grade rail-highway crossing enhancements. The program covers 50 crossings on the OCTA-owned right-of-way known as the Orange and Olive subdivision. The program focuses on safety improvements such as: constructing new medians to deter vehicles from driving around the lower gates; adding new crossing gate arms to deter motorist from crossing the tracks when a train is passing; upgrading traffic signals to eliminate the danger of a vehicle stalling on the tracks; constructing pedestrian swing gates and railings, and complying with the ADA requirements to deter pedestrians from trespassing and crossing the tracks illegally. The total approved funding for this project is \$93 million and the program construction is substantially complete as of December 2011 with project close-out activities currently underway. The FY 2013-14 budget includes \$4.2 million in planned expenditure related to the Grade Crossing Safety Enhancements program.

#### Measure M1 (M1)

The original M1 ordinance was passed by the voters of Orange County back in 1990. This ordinance was a 20 year program for local transportation improvements funded by a half cent sales tax ending in March 2011. The sales tax was allocated with 43 percent dedicated to improve freeways, 32 percent to local streets & roads, and 25 percent for transit projects. Since its inception, M1 has kept its promise expending over \$4 billion.

The freeway improvements have been the cornerstone of the M1 program and include the reconfiguration of the El Toro Y where the Santa Ana Freeway (I-5) and the San Diego Freeway (I-405) meet. In addition, M1 provided much needed improvements on the Riverside (SR-91), Orange (SR-57), Costa Mesa (SR-55) and the I-5 freeways. In 2007, the Garden Grove Freeway (SR-22) Improvement Project reached a milestone with the opening of new lanes, including the county's first continuous access high occupancy vehicle lanes, from the SR-55 to Valley View Street. A design-build project located in the heart of Orange County, the SR-22 project modernized and increased capacity on the county's key east-west corridor.

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

In addition, M1 contributed funds to pay for the Metrolink commuter rail services, and the OCTA Board of Directors-approved expansion plan for Metrolink service. The transit component of the M1 also provided bus fare discounts for seniors and persons with disabilities.

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

#### Measure M2 (M2)

On November 7, 2006, the voters of Orange County chose to continue the M1 half cent sales tax for another 30 years from 2011 through 2041. The M2 Transportation Investment Plan will generate billions of dollars to address current and future transportation needs in Orange County. The M2 Investment Plan will allocate 43 percent of funds to freeway projects, 32 percent to streets and roads, and 25 percent to transit projects.

#### Early Action Plan

In August 2007, the OCTA Board of Directors approved and released an M2 Early Action Plan (EAP) covering FY 2006-07 through FY 2011-12. A financial plan to provide funding for these projects was adopted by the OCTA Board

**Fiscal Year 2013-14 Budget Overview (continued)**

of Directors on November 9, 2007, and \$400 million in tax exempt commercial paper was secured. With this funding stream in place, OCTA moved ahead to advance the projects detailed in the EAP.

The economic recession, which has led to an approximate 40 percent reduction in projected sales tax revenue, required adjustments to project schedules and policy decisions since the adoption of the EAP. In July 2010, the Board approved the comprehensive Capital Action Plan (CAP). The CAP expands the scope of the EAP to include other priority OCTA capital projects. Despite the major impact to revenue assumptions, OCTA has made significant progress in implementing the plan through aggressively seeking additional grant funding and a competitive construction market. All major elements of the Board directed EAP and CAP are nearing completion and a new plan, the M2020 Plan, outlining the projects and programs for all modes that can be delivered between now and the year 2020, was approved by the Board in September 2012.

**M2020 Plan**

During the development of the EAP, guiding principles were established that set the direction for staff on establishing priorities for project acceleration. These guiding principles are the basis for the M2020 Plan and represent a blueprint for continued advancement of M2 for the period from 2013 through 2020. The M2020 Plan presents strategies to accelerate M2 improvements by delivering early on promises made to the voters. Accelerating projects offers advantages including leveraging today's favorable bidding environment and low debt costs, minimizing the risk of future inflation, and bringing mobility improvements sooner. This plan also sets OCTA on a course to go beyond the early implementation projects if additional external funds can be secured.

**Plan of Finance**

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

The Freeway Program received \$53 million in bond proceeds for Freeway Environmental Mitigation expenditures. Another \$95 million was allocated for Grade Separation expenditures within the Streets and Roads Program. The Transit Program received \$120 million to fund expenditures related to High Frequency Metrolink Service, Metrolink Gateways, and Transit Extensions to Metrolink.

**Freeway Projects**

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

Other major projects will make substantial improvements on Interstate 5 (I-5) in southern Orange County and the San Diego Freeway (I-405) in western Orange County. Additional improvements under the plan include the intersection of the I-5, Garden Grove Freeway (SR-22), Costa Mesa Freeway (SR-55), and the Orange Freeway (SR-57), known as the Orange Crush, which will be improved and upgraded. In addition, major traffic chokepoints on almost every Orange County freeway will be remedied. The FY 2013-14 budget includes approximately \$153.3 million in planned expenditures related to the M2 freeway program.

**Environmental Mitigation Program**

A minimum of 5 percent of the M2 Freeway Program budget will be available, subject to a master agreement, to provide for comprehensive, rather than piecemeal, mitigation of the environmental impacts of freeway improvements. This freeway program is formally called the Mitigation and Resource Projection Program. Using a proactive, innovative approach, the master agreement negotiated between state and federal resource agencies and the OCTA will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals for the freeway program as a whole.

Freeway projects will be planned, designed, and constructed with consideration for their aesthetic, historic, and environmental impacts on nearby properties and communities, using such elements as parkway-style designs, locally native landscaping, sound reduction, and aesthetic treatments that complement the surroundings. To date, five open space properties totaling approximately 950 acres have been acquired in the Foothill-Trabuco area and in the Brea area. The FY 2013-14 budget includes \$12.9 million for property acquisition, funding restoration projects, interim management, and start-up costs.

**Streets and Roads Projects**

Orange County has more than 6,500 lane miles of aging streets and roads, many in need of repair and rehabilitation. M2 will allocate 32 percent of revenues to streets and roads. These funds will help fix potholes, improve intersections, synchronize traffic signals county wide, and make the existing

## Executive Summary

### Fiscal Year 2013-14 Budget Overview (continued)

network of streets and roads safer and more efficient. The Local Fair Share Program will receive 18 percent of net revenues and will assist cities and the County of Orange in keeping up with the rising cost of repairing the aging street system. In FY 2013-14, a total of \$48.7 million is budgeted for the Local Fair Share Program.

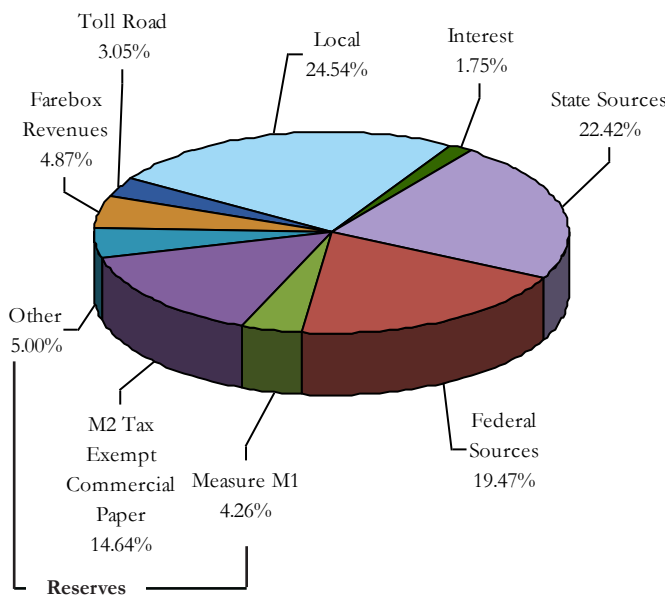
Local agencies will also have the opportunity to use these funds for other local transportation needs such as residential street projects, traffic and pedestrian safety near schools, signal priority for emergency vehicles, etc. Since the program is designed to augment, rather than replace, existing transportation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

The Regional Traffic Signal Synchronization Program (RTSSP) targets over 2,000 signalized intersections across the County for coordinated operation. The goal is to improve the flow of traffic by developing and implementing regional signal coordination programs that cross jurisdictional boundaries. To date, there have been two annual calls for projects totalling \$17.5 million for RTSSP projects, and a 2013 call for projects for \$15 million. In FY 2013-14, \$14 million is budgeted for the RTSSP.

The Regional Capacity Program (RCP), in combination with local matching funds, provides a funding source to complete the Orange County Master Plan of Arterial Highways. The program also provides for intersection improvements and other projects to improve street operations and reduce congestion. The program allocates funds through a competitive process and prioritizes projects that best facilitate traffic flow by considering factors such as degree of congestion relief, cost effectiveness and project readiness. To date, there have been two annual calls for projects totalling \$91 million for RCP projects, and a 2013 call for projects for \$35 million. In FY 2013-14, \$50.2 million is budgeted for the RCP.

### Sources of Funds

Total sources of funds are a combination of \$954.1 million in revenue and the planned use of \$299.6 million in reserves for a total of \$1,253.7 million. The following discussion highlights each funding source within these categories.



#### Farebox Revenues

These revenues are derived from passenger fares generated from fixed route bus service and paratransit service, including senior and disabled fare subsidies. The farebox revenues represent one of the primary sources used by OCTA to offset the costs of bus service. Farebox revenues are projected at \$61.1 million in FY 2013-14.

#### Local Sources

It is anticipated that OCTA will receive \$311 million from local sources in FY 2013-14. The majority of the local sources come from the 1/2 cent sales tax receipts collected by the M2 ordinance (\$283.2 million). Additional local sources include gas tax revenues, property tax, advertising revenue, and contributions for projects from local jurisdictions.

#### Interest Income

It is projected that OCTA will earn \$22 million in interest income on its investment portfolio in FY 2013-14. The majority of funds available for investment are earmarked for M1 projects, M2 projects, Metrolink Service Expansion Program capital improvements, and Measure M2 Bond Debt Service which is the interest earnings associated with Build America Bonds. Interest earnings are projected at a conservative rate of 1.5 percent.

**Fiscal Year 2013-14 Budget Overview (continued)**

*State Sources*

It is expected that \$277.8 million will be received from state sources in FY 2013-14. The one-quarter cent Transportation Development Act (TDA) sales tax (\$151.2 million) and the State Transit Assistance Fund (STAF) (\$22.1 million), represent the two main revenue sources that help to finance the operations and administration of the bus program.

State sources also include \$3.5 million in Proposition 116 funds and \$65.8 million in Proposition 1B funds. The Proposition 116 funds will be used primarily for the grade crossing and quiet zone program close out, audible warning system (AWS), and for the construction management of an undercrossing at Sand Canyon Avenue in the City of Irvine. Proposition 1B funds will also be used for the Measure M2 regional capacity grant payments, construction of seven railroad grade separations as part of the OC Bridges Program, construction of the Sand Canyon Avenue grade separation, rolling stock associated with the MSEP, and the design, construction, and management services for the Placentia Metrolink Station.

*Federal Sources*

Federal grant funds are allocated on a formula and competitive basis for capital projects. OCTA anticipates receiving \$244.1 million from federal sources in FY 2013-14. Of this, \$129.1 million is comprised of federal operating assistance grants associated with bus operations, capital cost of contracting and other transit program initiatives. Also included in the budget is \$47.1 million of federal grants to fund the grade separation projects. The balance of federal grants will fund projects such as the Placentia Metrolink Station, I-5 related freeway projects, Irvine Transportation Center Master Plan, Los Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN) Slope stabilization, and other rail-related projects.

*Toll Revenues*

As owner of the 91 Express Lanes, OCTA collects toll revenue and transponder fees. Toll revenues are estimated at \$38.2 million for FY 2013-14.

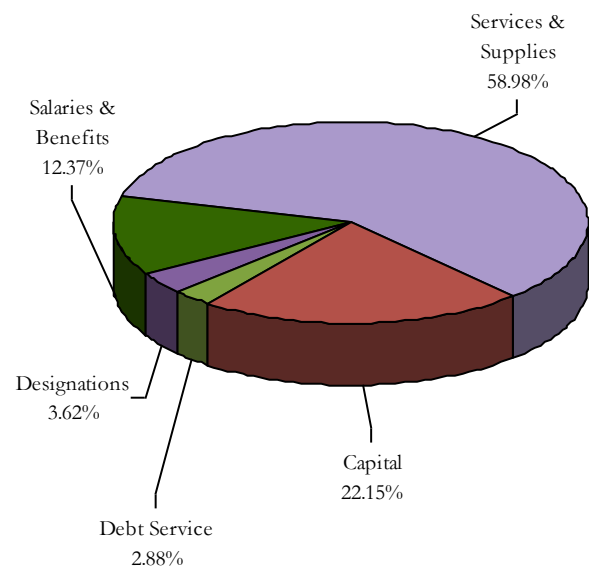
*Reserves*

In prior years, OCTA has set aside revenue for future capital and service requirements. OCTA will utilize \$299.6 million of these funds as a planned use of reserves in FY 2013-14. A draw on M1 cash reserve balance of \$53.4 million is planned to fund grant payments to local jurisdictions for projects awarded competitively, the I-5 Gateway project, the Metrolink Service Expansion Plan, and station improvements. Reserves of \$183.5 million will be drawn to advance M2020 Plan projects. In addition, \$34 million of reserves will be utilized from the Commuter and Urban Endowment (CURE) to cover Metrolink operations and capital improvements. Additional

reserves of \$0.9 million will be drawn to fund the Service Authority for Abandoned Vehicles program, Article 3 Bikeway and Pedestrian facilities, and fixed asset purchases.

**Uses of Funds**

The expenditures projected for FY 2013-14 are expected to reach \$1,253.7 million, with \$45.4 million designated for future use. Appropriations are allocated in five categories and summarized below.



*Salaries & Benefits*

This category includes the cost for salaries and employee benefits budgeted at \$155.1 million. This represents a 4.8 percent (or \$7.1 million) increase over the FY 2012-13 budget.

*Services & Supplies*

These items include appropriations for the purchase of services (e.g., engineering, design, legal, and audit services) and supplies (e.g., fuel, office supplies, training, and travel). Total budgeted services and supplies for FY 2013-14 is \$739.5 million with \$394.6 million related to contributions to other agencies for the M2 Local Fair Share, Anaheim Regional Transportation Intermodal Center, M2 Regional Capacity Program grant payments, Environmental Mitigation Program, Metrolink Service Expansion program and on-going operations, M1 Turnback and Combined Transportation Funding program, MSEP, and Rolling Stock

*Debt Service*

Debt service requirements for FY 2013-14 will be \$36.2 million. Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA's

### Fiscal Year 2013-14 Budget Overview (continued)

long-term debt obligations, including principal, interest, and related costs.

#### *Capital & Fixed Assets*

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), vehicle procurements, freeway and capital construction projects, and right-of-way acquisitions totaling \$278.5 million. The majority of the capital investments will be made in the following projects: grade separation projects, bus procurements, environmental mitigation, SR-57 Northbound Freeway projects, and SR-91 Freeway projects.

#### *Designation of Funds*

Funds in this category are set-aside for future use. The FY 2013-14 has \$45.4 million in designations, of which \$30.7 million will be designated for future bus purchases. \$13.5 million in toll revenue will be set aside for the future SR-91 capital projects. A breakdown of the sources and uses of funds is provided on the next page.

**External Sources and Uses Summary\***

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
5100 Passenger Fares	50,610,693	55,854,528	61,117,441
5300 Charges for Services	0	165,885	0
5500 Tollroad Revenue	37,813,607	37,080,222	38,199,322
6010 State Transit Assistance	1,688,734	2,519,057	1,986,895
6020 State Assistance	87,580,345	56,552,658	90,333,502
6030 Federal Operating Assistance Grants	87,863,764	85,298,523	129,093,902
6040 Federal Capital Assistance Grants	30,415,585	94,323,089	114,986,185
6050 Reimbursement from Other Agencies	20,509,886	13,570,271	11,597,429
6055 Gas Tax Exchange	23,000,004	23,000,004	0
6100 Property Taxes	11,197,173	11,018,167	11,417,444
6101 Taxes	438,747,980	458,803,784	460,567,556
6110 License Fees	736,856	676,581	732,992
6200 Interest Income	16,429,690	19,968,323	21,921,747
6300 Other Non-operating Revenue	12,181,934	11,826,108	12,143,801
<b>Subtotal Revenues</b>	<b>\$ 818,776,251</b>	<b>\$ 870,657,200</b>	<b>\$ 954,098,216</b>
Use of Reserves	67,224,449	204,124,573	299,624,621
<b>Total Sources</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>
<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7100 Wages, Salaries and Benefits	147,250,279	147,955,862	155,057,911
7300 Purchased Transportation Services	67,210,057	74,643,046	80,557,982
7500 Professional Services	95,496,303	160,324,542	206,697,188
7540 Insurance Claims/Premiums	5,747,695	13,294,230	15,158,326
7600 General and Administrative	10,942,338	13,418,472	13,214,449
7700 Maintenance Parts and Fuel	20,775,759	24,464,447	28,350,395
7800 Contributions to Other Agencies	227,224,649	299,977,597	394,689,870
8111 Interest Expense	28,957,185	28,835,411	29,551,825
8112 Principal Payment On Long Term Debt	0	6,410,000	6,600,000
8240 Transfers to Outside Agencies	124,049,667	189,115,424	278,482,409
<b>Subtotal Expenses</b>	<b>\$ 727,653,932</b>	<b>\$ 958,439,031</b>	<b>\$ 1,208,360,355</b>
Designations	158,346,768	116,342,742	45,362,482
<b>Total Uses</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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



## Executive Summary

### Transit Performance Indicators

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

The chart below highlights the FY 2013-14 approved bus service levels, projected boardings, operating cost, and fare revenue by mode of service.

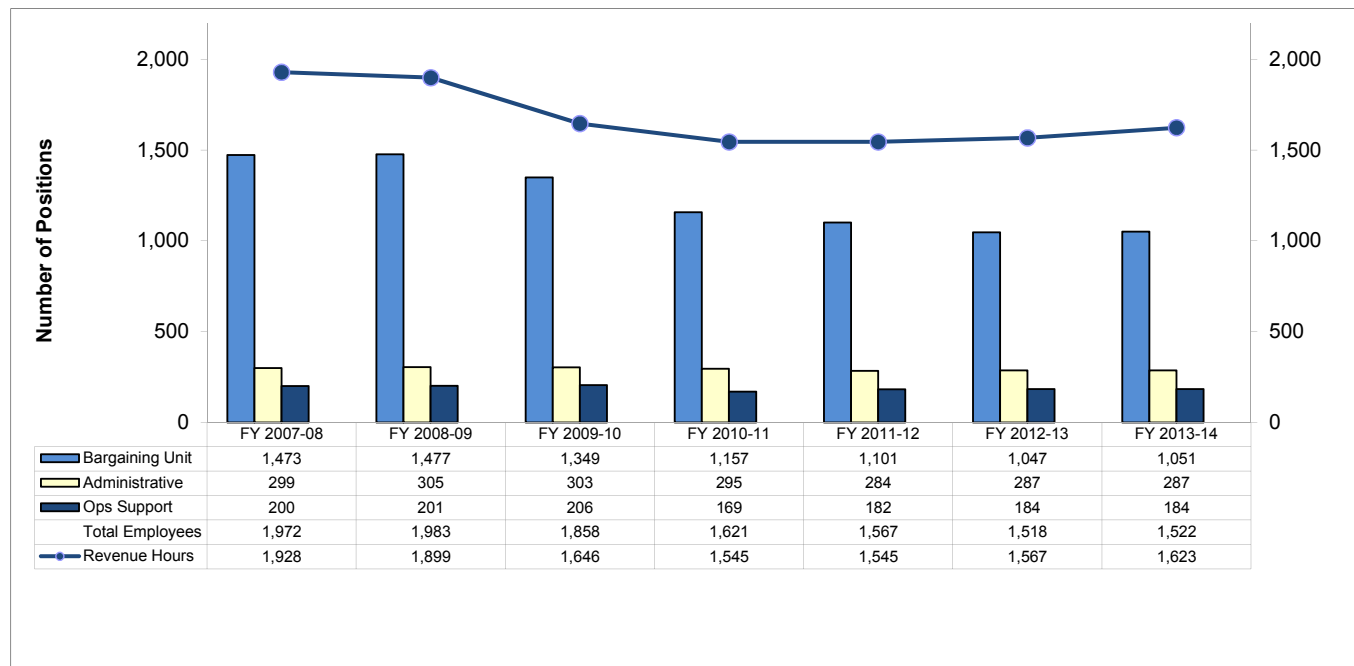
	Performance Indicators	Directly Operated Fixed Route	Contracted Fixed Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	System Total
<b>Service Provided</b>	Vehicle Hours (VH)	1,303,822	496,995	599,746				2,400,564
	Vehicle Miles (VM)	16,942,393	8,138,460	9,446,546				34,527,398
	Revenue Hours (RVH)	1,208,832	414,287	521,000				2,144,119
	Revenue Miles (RVM)	14,497,247	5,937,238	7,753,596				28,188,081
<b>Passenger Usage</b>	Boardings	42,574,573	7,620,668	971,583	264,600	59,581	236,724	51,727,729
	Boardings per VH	32.65	15.33	1.62				21.55
	Boardings per VM	2.51	0.94	0.10				1.50
	Boardings per RVH	35.22	18.39	1.86				24.13
	Boardings per RVM	0.34	0.78	7.98				0.54
<b>Operating Costs</b>	Costs	\$194,053,965	\$33,023,318	\$39,824,218	\$9,773,753	\$459,965	\$4,170,835	\$281,306,055
	Cost per VH	\$148.83	\$66.45	\$66.40				\$117.18
	Cost per VM	\$11.45	\$4.06	\$4.22				\$8.15
	Cost per RVH	\$160.53	\$79.71	\$76.44				\$131.20
	Cost per RVM	\$13.39	\$5.56	\$5.14				\$9.98
	Cost per Boarding	\$4.56	\$4.33	\$40.99	\$36.94	\$7.72	\$17.62	\$5.44
<b>Fare Revenues</b>	Revenue	\$45,936,128	\$9,223,506	\$5,005,247				\$61,117,441
	Revenue per VH	\$35.23	\$18.56	\$9.93				\$25.46
	Revenue per VM	\$2.71	\$1.13	\$0.63				\$1.77
	Revenue per RVH	\$38.00	\$22.26	\$11.44				\$28.50
	Revenue per RVM	\$3.17	\$1.55	\$0.77				\$2.17
	Revenue per Boarding	\$1.08	\$1.21	\$6.13				\$1.18
<b>Farebox Recovery Ratio</b>		23.67%	27.93%	12.57%				21.73%

\* Taxi Service and Special Agency passenger usage and related metrics are reported in terms of trips.

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

**Staffing Plan**

OCTA's historical staffing and revenue vehicle hours (RVH) is presented on the chart below. OCTA's staffing levels has been decreasing proportionately with the reductions in revenue vehicle hours caused by the economic recession of 2007. During the recession, OCTA began experiencing a significant decrease in sales tax revenue, state transit assistance, and passenger fares. In an effort to deliver a sustainable level of service, the OCTA Board implemented an aggressive service reduction plan in 2008 that led to 20 percent less fixed route service. Since this time, revenue vehicle hours decreased from 1.93 million to 1.62 million. As a result the union and administrative positions have been right-sized appropriately. For FY 2013-14, the total head account budgeted is 1,522.



## Executive Summary

### Department Staffing

Division / Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Office</u>			
Executive Office - CEO	5	5	5
Internal Audit	6	6	6
Clerk of the Board	4	4	4
<b>Subtotal Executive Office</b>	<b>15</b>	<b>15</b>	<b>15</b>
<u>Finance &amp; Administration</u>			
Executive Director, Finance & Admin	4	4	4
Accounting and Financial Reporting	24	24	24
Financial Planning and Analysis	12	12	12
Contracts Administration & Material Management	58	59	59
Information Systems	36	37	37
General Services	18	18	18
Treasury Department	2	2	2
Tollroad	3	3	3
<b>Subtotal Finance &amp; Administration</b>	<b>157</b>	<b>159</b>	<b>159</b>
<u>External Affairs</u>			
Executive Director, External Affairs	3	3	3
Marketing	11	11	11
OCTD Marketing	8	8	8
Public Communications	10	10	10
Vanpool	3	3	3
Rideshare	1	1	1
Strategic Communications	4	4	4
<b>Subtotal External Affairs</b>	<b>40</b>	<b>40</b>	<b>40</b>
<u>Human Resources &amp; Organizational Development</u>			
Human Resources	19	19	19
Training and Development	4	4	4
Risk Management	7	7	7
Workforce Development	3	2	2
Labor & Employee Relations	5	5	5
Management Services	0	1	1
Safety	6	6	6
<b>Subtotal Human Resources &amp; Organizational</b>	<b>44</b>	<b>44</b>	<b>44</b>

*Continued next page...*

**Department Staffing**

<b>Division / Department</b>	<b>FY 2011-12 Approved Budget</b>	<b>FY 2012-13 Approved Budget</b>	<b>FY 2013-14 Proposed Budget</b>
<u>Transit</u>			
O.C. Taxicab Administration Program	4	4	4
Motorist Services	3	3	3
Executive Director, Bus Operations	3	3	3
Bus Operations	923	871	885
Community Transportation Services	11	12	12
Maintenance	266	263	253
Service Planning and Customer Advocacy	12	12	12
Transit Programs Management	5	6	6
Security Assessment	2	3	3
<b>Subtotal Transit</b>	<b>1,229</b>	<b>1,177</b>	<b>1,181</b>
<u>Government Relations</u>			
Director, Government Relations	9	9	9
<b>Subtotal Government Relations</b>	<b>9</b>	<b>9</b>	<b>9</b>
<u>Planning</u>			
Executive Director, Planning	3	3	4
Director, Strategic Planning	4	4	3
Planning and Analysis	21	21	21
Capital and Local Programs	9	9	9
<b>Subtotal Planning</b>	<b>37</b>	<b>37</b>	<b>37</b>
<u>Capital Programs</u>			
Executive Director, Capital Programs	8	8	8
Rail	11	11	11
Highway Programs	17	18	18
<b>Subtotal Capital Programs</b>	<b>36</b>	<b>37</b>	<b>37</b>
<b>Total Authority</b>	<b>1,567</b>	<b>1,518</b>	<b>1,522</b>

### Fiscal Year 2012-13 Accomplishment Highlights

- Completed construction of the State Route 91 (SR-91) widening from State Route 55 (SR-55) to State Route 241.
- Completed final design of the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Completed final design of three projects to extend the carpool lane on I-5 from San Juan Creek Road to Avenida Pico.
- Completed final design of the westbound SR-91 widening from SR-55 to Tustin Avenue.
- Awarded \$21 million in State bond funds to the cities and the County for 50 projects – related to street rehabilitation, street widening, bicycle trails, and transit projects to help protect the County’s transportation infrastructure.
- Awarded \$9.4 million in federal funds to 11 local agencies for 21 bicycle projects that provide gap closure, bicycle facilities, education, and amenities.
- Competitively awarded \$35 million in Regional Capacity funds for seven projects, \$9.6 million in Signal Synchronization funds for 24 projects, \$732,613 for four shuttle and station van connections to Metrolink stations, and over \$15 million in Environmental Water Quality Cleanup grants for 41 projects to improve mobility and quality of life in Orange County.
- Successfully extended the alternative fuel tax credit, saving OCTA approximately \$4 million annually.
- Successfully developed over \$248 million in grant requests from a variety of federal, state, and local sources. Of these requests \$67 million were pursued through competitive grant programs. Over \$127 million in grants have been awarded for fiscal year 2012-13, of which \$13.7 million were either nationally or regionally competitive.
- OCTA presented to the Board the 2012 State Transportation Improvement Program (STIP) Funding recommendations for submittal to the CTC. The CTC approved the final 2012 STIP on March 28, 2012, resulting in a \$247 million program of projects for OCTA.
- Delivered eight traffic light synchronization projects that resulted in significant travel time improvements along 153 miles of arterials and 533 signalized intersections.
- Coordinated regional efforts that led to the successful adoption of the 2012-35 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS).
- Exempted the 91 Express Lanes from legislation that would require an expanded class of single occupant vehicles from using the toll lanes for free.
- Ensured that funding streams provided by the state for transit, highways, and local streets and roads were protected to comply with the terms of Propositions 22 and 26.
- Completed a Plan of Finance that addresses the financing needs of the Measure M2 program.
- A new 814-space parking structure was opened for commuters at the Fullerton Transportation Center.
- OCTA and the City of Anaheim officials broke ground for the Anaheim Regional Transportation Intermodal Center (ARTIC) transportation hub that will connect different transit services.
- Secured rating affirmations in the “A” category from the three rating agencies for the 91 Express Lanes debt.
- Earned the Certificate of Achievement for Excellence in Budgeting from the California Society of Municipal Finance Officers for the FY 2012-13 Annual Budget.
- Won the “Achievement of Excellence in Procurement” award sponsored by the National Purchasing Institute for the second year in a row.
- Deployed new Freeway Service Patrol tracking and assist data application using a web-based system.
- Implemented Board approved midday and weekend Freeway Service Patrol service funded with Measure M2.
- Developed and launched a pilot bike-share program in the City of Fullerton, with more than 15 automated stations and 165 bicycles for rent. Held four additional public district workshops in other districts to develop regional bikeway networks.
- Continued to grow the vanpool program, with more than 440 vans as of December 2012.
- Successfully transitioned 22 percent of fixed route service to contractor to maintain financial sustainability.
- Increased inspections of taxicab vehicles to ensure that every taxi is inspected at least twice annually.
- Completed and submitted the Title VI Plan and Equal Employment Opportunity/Affirmative Action plan (EEO/AAP) to the Federal Transit Administration (FTA).
- Recovered \$302,108 in Authority property and workers’ compensation losses caused by others.
- Managed Code of Conduct/ Compliance training for 216 employees required to file Statement of Economic Interests, Form 700, by the Fair Political Practices Commission.
- Awarded a new, four-year contract for ACCESS paratransit service.

**Fiscal Year 2013-14 Goals**

- Develop and deliver to the OCTA Board of Directors the 2013 Chairman of the Board Strategic Initiatives and the CEO Initiatives and Action Plan.
- Secure legislative authority to allow the use of design-build authority for the Interstate 405 Improvement Project.
- Begin construction on the westbound SR-91 widening from SR-55 to Tustin Avenue.
- Begin construction for the Interstate 405 (I-405) continuous carpool lane access project.
- Begin construction of the Placentia Metrolink rail station.
- Begin construction on the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Award approximately \$50 million of funding for regional capacity signal synchronization projects throughout the County as part of the FY 2013-14 call for projects.
- Award approximately \$28 million in grant funds to supplement efforts to address water quality impacts of transportation projects.
- Initiate State Route 1/Pacific Coast Highway Corridor Study, complete two freeway planning studies on State Route 55 (SR-55) and State Route 57 (SR-57), and obtain California Department of Transportation approval for the freeway project study for State Route 91, between SR-55 and SR-57.
- Finalize three-party cooperative agreement with Riverside County Transportation Commission (RCTC) and Cofiroute USA to provide operational and management services for the 91 Express Lanes.
- Begin construction on three freeway projects to extend the carpool lane on I-5 from San Juan Creek Road to Avenida Pico.
- Award Measure M2 (M2) grants for Community-Based Transit/Circulators projects (Project V).
- Advocate for transportation reauthorization legislation which provides a stable and reliable source of multi-year funding, and provides a fair share of funding to Orange County.
- Support legislative and regulatory efforts to successfully resolve the ability of national labor organizations to freeze pending OCTA federal grants as a result of enacted state pension reform legislation.
- Release the plan and environmental impact study for habitat conservation related to OCTA's comprehensive approach to address impacts of future freeway projects.
- Secure Board approval of the FY 2014-15 Annual Budget without an unplanned use of reserves, which is also consistent with the Comprehensive Business Plan and Board approved goals, policies, and procedures.
- Earn the Certificate of Achievement for Excellence in Budgeting from the California Society of Municipal Finance Officers for the FY 2013-14 Annual Budget.
- Earn the GFOA Certificate of Excellence in Financial Reporting for the fiscal year 2011-12 Comprehensive Annual Financial Report (CAFR).
- Advance delivery of the M2020 Program.
- Advocate for the advancement and funding of the fixed guideway new start projects in Anaheim and Santa Ana/Garden Grove.
- Continue to advocate for a permanent extension of the alternative fuel and commuter tax benefit credits.
- Build awareness and usage of OCTA's bus and Metrolink services, including new pilot limited-stop bus service.
- Raise public understanding of freeway capital improvement projects and rail services with outreach and education efforts.
- Update the Short-Range Transit Plan and Bus Capital Plans, and complete site selection and conceptual design for Transit Security and Operations Center to improve transit services.
- Increase the use of small business es to ensure that at least 25 percent of all OCTA dollars spent go to small businesses
- Restructure outstanding 91 Express lanes debt.
- Implement the required provisions of the Affordable Care Act (ACA) and the Public Employees' Pension Reform Act (PEPRA.)
- Implement new collective bargaining agreement for coach operators and negotiate collective bargaining agreements for maintenance, and parts and facilities employees.
- Continue to effectively manage OCTA's workers' compensation program and provide quality medical treatment to injured OCTA employees while reducing claims and related costs.
- Continue to expand rideshare and non-motorized alternatives through bike-share pilot program, station van program and growing the overall vanpool program.
- Complete the transition of the ACCESS paratransit service to a new contractor.

### Orange County Profile

Orange County occupies 798 square miles and is located in Southern California - south of Los Angeles County, north of San Diego County, and west of Riverside and San Bernardino counties. Its prime location within the Los Angeles basin offers residents an ideal climate, access to mountains and coastlines, a diverse housing market, and excellent schools.

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3 million. Over the next 25 years, the population in Orange County is forecast to increase by 13 percent. It is projected that the population will increase to nearly 3.4 million.

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

Public bus service was launched in 1972 in response to the county's growing population and increasing traffic congestion. Beginning with nine leased vehicles, Orange County's public bus service grew steadily through the 1970's and 1980's. In 1990, Orange County voters passed Measure M, which provided additional sales tax revenues for freeways, regional and local street and road projects, and public transit projects.

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

### Economic & Financial Condition

The State of California continues to see high rates of unemployment, however Orange County is starting to see levels come down. Orange County's unemployment rate of 6.6 percent in February 2013 is an improvement over the 8.0 percent unemployment rate in February 2012. Orange County is faring better than the State of California, which stands at 9.6 percent in February 2013.

The real estate sector continues to show some improvement for 2012. Low interest rates and lower home prices continue to have a positive effect on the market. According to Chapman University, building permits are forecasted to increase by 19.3 percent in 2013 and 15.2 percent in 2014. It is important to note that while the forecasts seem high, the current levels are very low, so even small positive changes in the number of housing permits translate to high percentage changes.

The estimated sales tax growth rate for FY 2013-14 is 5.98 percent. This blended rate is based on forecasts from Chapman University, California State University, Fullerton, and University of California, Los Angeles.

Map of Orange County



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### Gann Appropriation Limit

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

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

The Local Transportation Authority (LTA or Measure M2) and the OCTA General Fund representing the functions of the Orange County Transportation Commission (OCTC), now a part of OCTA, are subject to the requirements of Article XIII B. Both agencies receive tax revenues, the LTA from the ½ cent local sales tax and the OCTA General Fund from ¼ cent State sales tax allocations for administration and planning and programming of the Local Transportation Fund (LTF), which is exempt from the Gann limits on the spending of certain tax revenues. Appropriation limits are calculated for and applied to both legal entities and are reviewed as part of OCTA’s annual financial audit.

In accordance with the requirements of the Article XIII B implementing legislation, the Board of Directors approved OCTA Resolution No. 2013-163 and LTA Resolution No. 2013-164 on June 10, 2013, establishing appropriations limits for the OCTA General Fund at \$9,443,093 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$1,427,131,152 respectively. The total amount authorized to be expended by the OCTA General Fund and LTA Fund from tax proceeds and interest from tax proceeds is \$3,621,449 and \$287,389,120, respectively. Both appropriations fall within the limits set by the Gann Initiative.

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

The resolutions and calculations for the FY 2013-14 appropriation limits are on the following pages.

**RESOLUTION OF THE  
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2013-14**

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

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

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

1. The Orange County Transportation Authority/General Fund hereby determines that pursuant to Section 7902b of the California Government Code, the appropriations limit for the Orange County Transportation Authority/General Fund for Fiscal Year 2013-14 is \$9,443,093.
2. The total amount authorized to be expended by the Orange County Transportation Authority/General Fund during Fiscal Year 2013-14 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$3,621,449.
3. The appropriations limit for Fiscal Year 2013-14 exceeds proceeds of taxes for Fiscal Year 2013-14 by \$5,821,644.

ADOPTED, SIGNED, AND APPROVED this 10th day of June 2013.

AYES:

NOES:

ABSENT:

ATTEST:

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Wendy Knowles  
Clerk of the Board

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Gregory T. Winterbottom, Chair  
Orange County Transportation Authority

OCTA Resolution No. 2013-163

**RESOLUTION OF THE  
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2  
ESTABLISHING APPROPRIATIONS LIMIT FOR  
FISCAL YEAR 2013-14**

**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 2013-14 is \$1,427,131,152.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the Fiscal Year 2013-14 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$287,389,120.
3. The appropriations limit for Fiscal Year 2013-14 exceeds proceeds of taxes for Fiscal Year 2013-14 by \$1,139,742,032.

ADOPTED SIGNED AND APPROVED this 10<sup>th</sup> day of June 2013.

AYES:

NOES:

ABSENT:

ATTEST:

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Wendy Knowles  
Clerk of the Board

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Gregory T. Winterbottom, Chair  
Orange County Local Transportation Authority

OCLTA Resolution No. 2013-164

**RESOLUTION OF THE BOARD OF DIRECTORS FOR  
THE ORANGE COUNTY TRANSPORTATION AUTHORITY  
APPROVING AN OPERATING AND CAPITAL BUDGET  
FISCAL YEAR 2013-14**

**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 \$1.253 billion for Fiscal Year 2013-14;

**WHEREAS**, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 13, 2013, in the Board Chambers, at which time the proposed budget was considered;

**WHEREAS**, a public hearing was conducted on June 10, 2013, 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, 2013 through June 30, 2014, 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 10<sup>th</sup> day of June 2013.**

**AYES:**

**NOES:**

**ABSTAIN:**

**ABSENT:**

**ATTEST:**

---

Wendy Knowles  
Clerk of the Board

---

Gregory T. Winterbottom, Chair  
Orange County Transportation Authority

*California Society of  
Municipal Finance Officers*

*Certificate of Award*

*Operating Budget Excellence Award  
Fiscal Year 2012-2013*

*Presented to the*

*Orange County Transportation Authority*

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

*February 6, 2013*



*Laura Nomura*

**Laura Nomura  
CSMFO President**

*Scott Catlett*

**Scott Catlett, Chair  
Professional Standards and  
Recognition Committee**

*Dedicated Excellence in Municipal Financial Reporting*

# ORANGE COUNTY TRANSPORTATION AUTHORITY



## ORANGE COUNTY

### AT A GLANCE

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

Fact sheet as of 4/18/13

### ORANGE COUNTY TRANSPORTATION AUTHORITY

The Orange County Transportation Authority (OCTA) is Orange County's primary transportation agency. OCTA was formed in 1991 through the consolidation of seven separate transportation agencies. A 17-member Board of Directors governs OCTA with the Caltrans District Director serving as the 18th member in an ex-officio capacity.

### OUR VISION

To create an integrated and balanced transportation system that supports the diverse travel needs and reflects the character of Orange County.

### OUR MISSION

To develop and deliver transportation solutions to enhance the quality of life and keep Orange County moving.

### OUR VALUES

In our daily activities we strive to uphold our five core values:

- Integrity
- Customer Focus
- Can-Do Spirit
- Communication
- Teamwork

### OCTA SERVICES

- Bus transit service
- Metrolink rail service
- 91 Express Lanes toll facility
- Freeway improvements funding
- Street and road improvements grants
- Vanpool subsidies
- Rideshare options
- Freeway Service Patrol
- Taxi administration program
- Measure M2 administration
- Long-range planning



# M2020 PLAN



## AREA OF BENEFIT

All 34 Orange County cities and the County of Orange

## AT A GLANCE

<b>FUNDING:</b>	Measure M
<b>M2020 PROGRAM</b>	More than \$5 billion
<b>DURATION:</b>	2012 - 2020 (8 years)
<b>CONTACT:</b>	Tami Warren Program Manager PMO Office (714) 560-5590 twarren@octa.net
<b>WEBSITE:</b>	<a href="http://www.octa.net/m2020">www.octa.net/m2020</a>

Fact sheet as of 1/28/13

## INVESTMENT BREAKDOWN (YEAR OF EXPENDITURE)

Freeway Program:	\$3.0 billion
Streets & Roads:	\$1.2 billion
Transit:	\$1.0 billion
Freeway Mitigation:	\$57.5 million (to continue protecting acquired 1,000 acres of open space)
Water Quality:	\$57.5 million

## MEASURE M BACKGROUND

On November 7, 2006, Orange County voters, by a margin of 69.7 percent, approved the renewal of the Measure M one-half cent sales tax for transportation improvements. With the approval of Renewed Measure M (M2), the voters agreed to continued investment of local tax dollars in Orange County's transportation infrastructure for another 30 years to 2041.

In 2007, the OCTA Board of Directors approved an Early Action Plan (EAP) to accelerate the implementation of M2. The EAP allowed M2 projects to start before even one dollar of sales tax was collected, delivering transportation benefits to Orange County sooner and with significant cost savings. With the successful completion of the five-year EAP in 2012, the M2020 Plan was developed to guide OCTA and M2 Projects to 2020.

The M2020 Plan outlines the projects and programs for all modes that can be delivered on an expedited schedule between now and the year 2020 along with anticipated schedules and major milestones. This plan also sets OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed earlier.

On September 10, 2012, the M2020 Plan was adopted by the OCTA Board of Directors.

## PLAN HIGHLIGHTS

Over the course of the next eight years, the M2020 Plan will deliver the majority of the M2 freeway program, expand rail, fund fixed-guideway connections to Metrolink, improve streets and roads conditions, and continue to protect the environment.

## PLAN PROMISE

The goal of the M2020 Plan is to expedite mobility in Orange County. By taking advantage of the current favorable bidding climate and low construction costs, projects can be delivered to Orange County residents years earlier than originally anticipated. This requires aggressive project schedules and working together with local jurisdictions and project partners.

By the year 2020, OCTA expects to accomplish the 14 objectives of the M2020 Plan. This will include finishing two-thirds of the M2 freeway program and completing the environmental phase for the remaining one-third, synchronizing 2,000 traffic signals across Orange County while expanding roadway capacity and protecting pavement conditions, expanding and improving Metrolink service to L.A. County, improving Orange County water and air quality, and preserving approximately 1,000 acres of open space. For the list of all 14 M2020 objectives see the reverse side of this page.

For additional information, visit [www.octa.net/m2020](http://www.octa.net/m2020).



Orange County Transportation Authority

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[www.octa.net](http://www.octa.net)



# M2020 PLAN OBJECTIVES

## Freeways

1. Deliver 14 construction projects (listed on bottom of page) along Interstate 405, Interstate 5, State Route 55, and State Route 91 (M2 projects A, C, D, E, F, G, H, I, J, and K). This comprises two-thirds of the M2 freeway program, amounting to nearly \$3 billion in year-of-expenditure (YOE) dollars worth of transportation investments inclusive of what has already been delivered.
2. Complete the environmental phase of the nine remaining M2 projects (listed at [www.octa.net/m2020](http://www.octa.net/m2020)) making them shelf ready for early delivery as external funds become available (Projects B, D, F, G, I, J, L, and M). This positions the remaining freeway projects, estimated at \$1.4 billion in current year dollars (\$2.6 billion YOE) in transportation investment, for implementation and potentially advancement as additional funds become available.

## Streets and Roads

3. Invest nearly \$1.2 billion of funding for street and road improvement projects to expand roadway capacity and protect pavement conditions (Projects O and Q).
4. Synchronize 2,000 traffic signals across the County to ease traffic flow (Project P).

## Transit

5. Expand Metrolink peak period capacity and address gaps in the existing schedule, as well as make continued investments to improve rail stations, such as the Orange and Laguna Niguel/Mission Viejo stations, and operating facilities (Project R).
6. Expand Metrolink service into Los Angeles contingent upon cooperation and funding participation from route partners (Project R)

7. Provide up to \$575 million in M2 and external funding (includes \$58 million in local match funds) to implement Board-selected fixed-guideway projects. Based on the level of interest from local jurisdictions, additional funds will be available for proposed/future local jurisdiction projects for bus and van connections to Metrolink (Project S).
8. Deliver improvements to position Orange County to connect to planned statewide higher speed rail projects (Project T).
9. Provide up to \$75 million of funding to expand mobility choices for seniors and persons with disabilities by stabilizing OCTA bus fares and providing funds for senior community transportation programs and senior non emergency medical transportation services (Project U).
10. Provide up to \$50 million of funding to encourage development, implementation, and operation of local community transit services (Project V).

## Freeway Environmental Mitigation

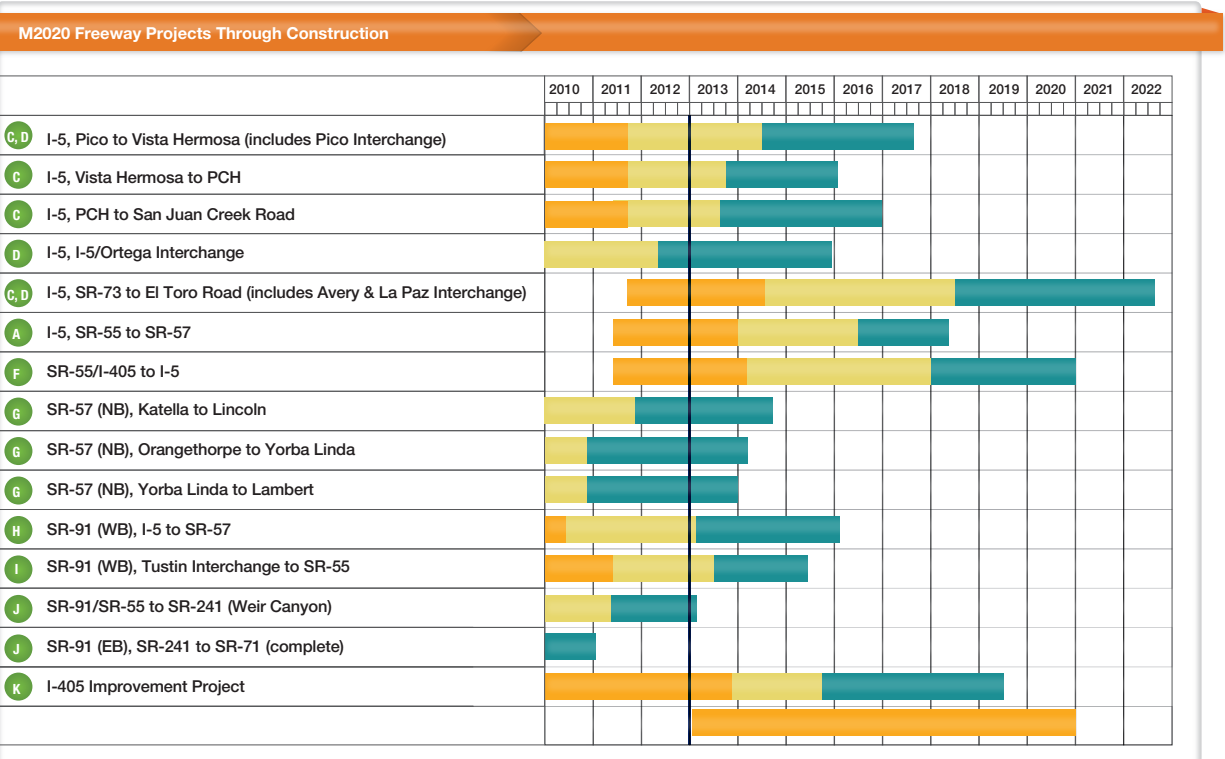
11. Establish long-term management framework for acquired properties, place approximately 1,000 acres of open space into conservancy, and target restoration of approximately 180 acres of habitat to its natural condition in exchange for receiving the necessary permits from resource agencies for the 13 planned M2 freeway projects as part of the Freeway Mitigation Program (Projects A-M).
12. Complete resource management plans to determine appropriate public access on acquired properties.

## Environmental Cleanup

13. Complete the implementation of up to \$20 million of improvements to prevent flow of roadside trash into waterways (Project X).
14. Provide up to \$38 million to fund construction of up to three major regional water quality improvement projects as part of the Environmental Cleanup Program (Project X).

## M2020 Projects

Environmental ■ Design/Right of Way ■ Construction ■





# MEASURE M1



## AREA OF BENEFIT

All 34 Orange County cities and the County of Orange

## AT A GLANCE

**FUNDING:** ½-cent sales tax that raised \$4 billion for transportation improvements between 1991 and 2011

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Program Manager  
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(714) 560-5590  
twarren@octa.net

**WEBSITE:** [www.octa.net/M1](http://www.octa.net/M1)

Fact sheet as of 4/18/13

## PROMISES MADE, PROMISES KEPT

Measure M (M1) was a 20-year package of transportation improvement projects promised to voters in 1990 when they approved a local half-cent sales tax. The M1 program devoted 75 percent of funds to freeway and street transportation projects and 25 percent to bus and rail services. M1 included more than a dozen safeguards to ensure the program was delivered as promised. Collection of the M1 sales tax expired on March 31, 2011.

## FREEWAY IMPROVEMENTS

Freeway improvement was the cornerstone of the M1 program. M1 delivered the reconfiguration of the El Toro Y where the Santa Ana Freeway (I-5) and the San Diego Freeway (I-405) meet and provided major improvements to the Santa Ana/San Diego (I-5), Riverside (SR-91), Orange (SR-57), and Costa Mesa (SR-55) freeways. As a result of cost savings on projects, an additional “bonus” project widened the Garden Grove (SR-22) freeway.

## STREET & ROAD IMPROVEMENTS

Local streets received 21 percent of M1 funds. M1 accounted for approximately 50 percent of the money cities use to fix potholes, coordinate traffic signals and repair and maintain streets. Cities received these funds through a formula based on population, sales tax and street miles, and through a competitive process in which cities submit proposals for improvement projects. M1 also devoted an additional 11 percent of funds to making major arterial streets, such as Beach Boulevard, Katella Avenue and Imperial Highway, work more efficiently as “Smart Streets” with more lanes, dedicated turn lanes, coordinated signals and better functioning intersections.

## TRANSIT IMPROVEMENTS

M1 helped fund the Metrolink commuter rail service in Orange County, providing an additional reliable alternative to driving within Southern California. The program also helped stabilize bus fares for seniors and persons with disabilities. M1 also paved the way for future transit services by acquiring the Pacific-Electric right-of-way for future use.

## COMPLETING M1

On March 31, 2011, the collection of sales tax revenue under M1 concluded; however, there are still expenditures and activities needed to complete M1 commitments. Projects that were initiated in the final years of the M1 program are still underway. All remaining projects are expected to be completed by 2015. Staff continues to provide quarterly reports with project status and closeout activities remaining to the OCTA Board of Directors.

## EXTENDING MEASURE M

On November 7, 2006, nearly 70 percent of Orange County voters approved the extension of Measure M for another 30 years. The Renewed Measure M Plan (M2) will ensure transportation improvements to 2041. M2, like the original Measure M Plan, will devote 43 percent of funds to freeway projects, 32 percent to street and road projects, and 25 percent to transit projects. For an overview of M2, a list of projects, quarterly and annual reports, visit [www.octa.net/M2](http://www.octa.net/M2).



Orange County Transportation Authority

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# MEASURE M2



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

## AT A GLANCE

**FUNDING:** ½-cent sales tax expected to raise more than \$15 billion through 2041

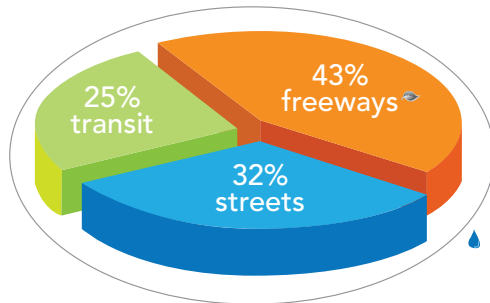
**CONTACT:** Tami Warren  
Program Manager  
PMO Office  
(714) 560-5590  
twarren@octa.net

**WEBSITE:** www.octa.net/M2

Fact sheet as of 4/18/13

## FUNDING BREAKDOWN

Freeways 43%  
Streets & Roads 32%  
Transit 25%



- ☛ A total of 5% of M2 Freeway Program funds is allocated to the Freeway Environmental Mitigation Program
- 💧 A total of 2% of the overall M2 Program funds is allocated to the Environmental Cleanup Program



Orange County Transportation Authority

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## VOTING FOR IMPROVEMENTS

On November 7, 2006, nearly 70 percent of Orange County voted yes to extend the Measure M one-half cent sales tax for transportation improvements. Measure M2 (M2), administered by the Orange County Transportation Authority (OCTA), will provide more than \$15 billion\* to improve transportation in Orange County over a 30-year period beginning in spring 2011.

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. Other benefits will be synchronizing traffic signals countywide, continuing to grow our rail transit system, and protecting our environment from the street runoff that pollutes Orange County waterways and beaches. M2 also includes funding to purchase and protect open space for comprehensive freeway mitigation. As with the Measure M1 program, taxpayer safeguards will ensure the M2 program is delivered as promised.

## FREEWAY IMPROVEMENTS

Orange County freeways will receive 43 percent of net revenues. Relieving congestion on State Route 91 is the centerpiece of the freeway program. Other major projects include improving Interstate 5 (I-5) in south Orange County and Interstate 405 (I-405) in west Orange County and State Route 57 in North Orange County. Under the plan, major traffic chokepoints on almost every freeway will be improved.

## STREET & ROAD IMPROVEMENTS

Orange County has more than 7,300 lane miles of streets and roads, many in need of repair and rehabilitation. M2 will allocate 32 percent of net revenues to streets and roads. These funds will help fix potholes, improve intersections, synchronize traffic signals countywide, and make the existing network of streets and roads safer and more efficient.

## TRANSIT IMPROVEMENTS

Orange County's rail and bus service will receive 25 percent of M2 net revenues. These funds will be used to add transit extensions to the Metrolink corridor, reduce bus fares for senior citizens and persons with disabilities, and establish local bus circulators.

## ENVIRONMENTAL PROGRAMS

In order to address any environmental impact of freeway improvements, five percent of the allocated freeway funds will be used for environmental mitigation programs. A Master Agreement between OCTA and state and federal resource agencies will provide higher-value environmental benefits such as habitat protection, wildlife corridors and resource preservation in exchange for streamlined project approvals for the freeway program as a whole. Funds are also available under the Environmental Cleanup Program to implement water quality improvement projects.

*\*Per June 2012 forecast*

# BUS TRANSIT



## SERVED CITIES

All 34 Orange County cities and the County of Orange

## AT A GLANCE

**FUNDING:** Orange County Transit District  
Local Transportation Fund  
Bus Operations Fund  
Gasoline Tax Fund

## COMMUNITY

**OUTREACH:** Nicolette La Piana  
(714) 560-5766  
nlapiana@octa.net

Heidi Hsing  
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Fact sheet as of 4/19/13

## OCTA'S COUNTYWIDE FIXED-ROUTE BUS SYSTEM

Orange County's first bus system began in 1972 with five leased buses. Known as the Orange County Transit District (OCTD), the system transported nearly 1 million passengers during the 1972-1973 fiscal year. Today, the Orange County Transportation Authority (OCTA) operates a countywide network of local, community, rail-connector and express bus routes.

## HIGHLIGHTS (FISCAL YEAR 2011-12)

### OCTA Fixed-Route Bus System

First year of service	1972
Number of bases	5
Number of routes	76
Number of vehicles	546
Number of bus stops	6,200+
Passenger boardings	52.5 million
Revenue Vehicle Hours	1.57 million

### Customer Information

Satisfied with service	80%
Use bus 4-7 days/week	82%
Use bus to get to work	43%

(Source: 2011 Bus Customer Satisfaction Survey)



## FOR MORE INFORMATION

OCTA offers numerous bus services for new and existing customers:

- Get fare, route and schedule information, buy passes and plan bus trips online at [www.octa.net](http://www.octa.net).
- Plan your trip with OCTA's Just Click Trip Planner. Just enter your starting point, destination and when you want to go. The Trip Planner will take it from there and give you all the necessary details for your bus trip.
- Call the Customer Information Center (CIC) at (714) 636-RIDE for help when needed.
- Use your cell phone and OCTA's Text 4 Next to get the next three scheduled times the bus will arrive at a specific bus stop via text messaging.



Orange County Transportation Authority

550 S. Main St  
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Orange, CA 92863-1584  
(714) 560-OCTA  
[www.octa.net](http://www.octa.net)

# TRANSIT EXTENSIONS TO METROLINK



## IMPACTED CITIES

All 34 Orange County cities, County of Orange

## AT A GLANCE

**FUNDING:** \$1.3 billion available from Measure M2 (over 30 years)

**WEBSITE:** Measure M2 Project S:  
[www.octa.net/golocal](http://www.octa.net/golocal)  
 Anaheim Rapid Connection:  
[www.aconnex.com](http://www.aconnex.com)  
 Santa Ana/Garden Grove Fixed-Guideway:  
[www.santaanatransitvision.com](http://www.santaanatransitvision.com)

**PROJECT MANAGERS:** Kelly Hart,  
 Fixed-Guideway Projects  
 (714) 560-5725  
[khart@octa.net](mailto:khart@octa.net)  
 Abbe McClenahan,  
 Bus and Station Van Projects  
 (714) 560-5673  
[amcclenahan@octa.net](mailto:amcclenahan@octa.net)

**COMMUNITY OUTREACH:** Laura Scheper  
 (714) 560-5697  
[lscheper@octa.net](mailto:lscheper@octa.net)

Fact sheet as of 4/18/13

## PROJECT NEED

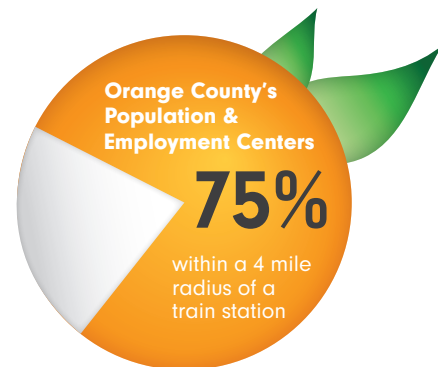
Orange County's Metrolink service is increasing in frequency and it is essential that passengers have a way to get to their final destination after getting off a train.

Measure M2 Project S, known as Transit Extensions to Metrolink, is providing funding to connect people between a Metrolink station and activity and employment centers throughout the county.

Two types of projects are being funded through Project S – fixed-guideways and bus and station vans.

Metrolink removes the equivalent of one lane of traffic on the I-5 everyday

## ORANGE COUNTY METROLINK SERVICE



## PROJECT DESCRIPTION

**Fixed-Guideways:** The Anaheim and Santa Ana/Garden Grove fixed-guideway proposals are currently undergoing alternatives analysis and environmental clearance. OCTA is working closely with the cities to ensure compliance with all state and federal requirements.

- Approximately \$11 million in Project S and additional funds have been awarded to the Santa Ana/Garden Grove team. The team anticipates the environmental clearance to be completed in 2012.
- Approximately \$23 million Project S and additional funds have been awarded to the city of Anaheim. The city anticipates environmental clearance to be completed in 2014.

**Bus and Station Vans:** A call for projects was released in March 2012 and four projects in the cities of Anaheim and Lake Forest were awarded funding in July 2013.

- The city of Anaheim was awarded approximately \$423,000 for capital and operating costs to run two buses connecting passengers between the Anaheim Canyon station and several locations throughout the city.
- The city of Lake Forest was awarded approximately \$288,000 for capital and operating costs to run three station vans to carry passengers from the Irvine Station to major employers in the city.



**METROLINK**

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# METROLINK



## ORANGE COUNTY'S RAIL SERVICE

### AT A GLANCE

**FUNDING:** Commuter Urban Rail Endowment (CURE)  
Local, state and federal sources fund capital budget

**MILES OF TRACK** 68  
**NUMBER OF LINES** 3  
**NUMBER OF STATIONS** 11  
**WEEKDAY TRAINS** 54  
**WEEKEND TRAINS** 12  
**AVERAGE WEEKDAY BOARDINGS** 16,000\*  
**TOTAL RIDERSHIP FY2011-2012** 4.2 million

\*Including Rail2Rail passengers

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

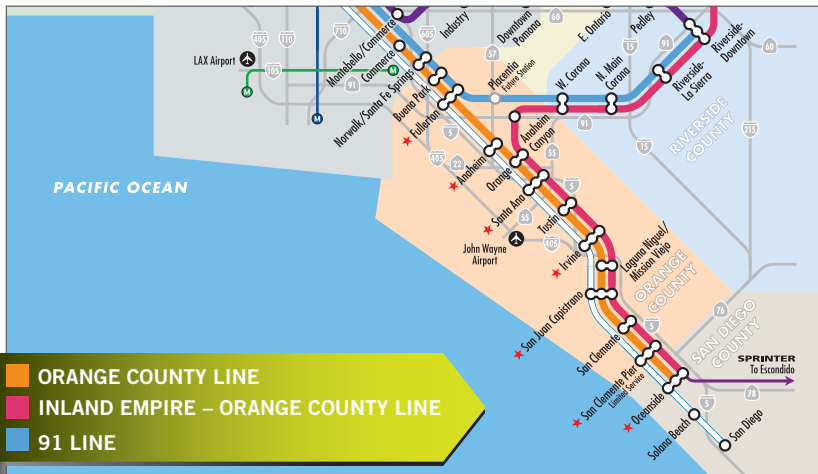
Fact sheet as of 4/18/13

### OVERVIEW

Metrolink is 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. The Orange County Transportation Authority (OCTA) is one of the five member agencies and administers Orange County Metrolink activities.

### ORANGE COUNTY METROLINK SERVICE

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



### SERVICE EXPANSION

The OCTA Board of Directors approved the Metrolink Service Expansion Program (MSEP) in November 2005. The MSEP provides additional weekday Metrolink service between Fullerton and Laguna Niguel/Mission Viejo. To accommodate additional service, stations were being upgraded, parking was added, track capacity is increasing, and grade crossings were enhanced. Construction for the expanded service was completed in 2011. The new MSEP service began July 2011.

  
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# 91 EXPRESS LANES



## OCTA'S 10-MILE TOLL ROAD

### AT A GLANCE

#### HIGHLIGHTS (FISCAL YEAR 2012):

Year OCTA acquired	2003
Length of toll road (in miles)	10
Total vehicle volume (in millions)	11.9
Total customer accounts	112,473
Transponders assigned to accounts	167,329
Gross Potential Toll Revenue	\$34.3 million

**WEBSITE:** [www.91expresslanes.com](http://www.91expresslanes.com)

Fact sheet as of 4/18/13

### HISTORY

The 91 Express Lanes is a four-lane, 10-mile toll road extending from the Orange/Riverside County line west to State Route 55. The 91 Express Lanes project was authorized as a toll road by the State of California legislature in 1989. Built at a cost of \$135 million, the toll road opened in 1995.

The California Private Transportation Company (CPTC) was the original owner of the 91 Express Lanes. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of 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, the Orange County Transportation Authority (OCTA) acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements that will increase capacity and improve traffic flow along the SR-91 corridor.

### TOLL POLICY

The 91 Express Lanes toll policy, known as congestion management pricing, adjusts toll rates based on the number of vehicles on the toll road to maintain a "free flow" commute at all times. Motorists pay tolls through the convenient use of windshield mounted FasTrak™ transponders that automatically deduct fees from a pre-paid account. Depending on the time of day, commuters reported saving 30 minutes on average on their drive time by using the 91 Express Lanes.

### FUNDING

OCTA purchased the 91 Express Lanes from CPTC for \$207.5 million, including \$72.5 million in cash and the assumption of \$135 million in taxable bonds.

In November 2003, OCTA refinanced the taxable debt on the 91 Express Lanes. As a mark of financial stability and a testament to the importance of the toll road to the community, the 91 Express Lanes became the first stand-alone toll facility to receive "A" category bond ratings, and has continued to receive strong ratings from Moody's, Standard and Poor's, and Fitch Ratings.

For more information, please visit the 91 Express Lanes website at [www.91expresslanes.com](http://www.91expresslanes.com), or call (951) 278-9191.



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# FREEWAY SERVICE PATROL

## IMPACTED

All Orange County freeways

## AT A GLANCE

### SERVICE HOURS:

Monday - Friday 6 a.m. – 10 a.m.  
10:30 a.m. – 2:30 p.m.  
3 p.m. – 7 p.m.  
Weekends 9 a.m. – 5:30 p.m.

### AREAS OF OPERATION:

Peak Hour All major freeways  
Midday Congested freeways in the central core of the county  
Weekends I-5 south,  
SR-91 (SR-55 to Riverside County Line),  
SR-22 (Harbor Blvd. to SR-55)

**CONTACT:** motoristservices@octa.net

Fact sheet as of 4/18/13



## FREEWAY SERVICE PATROL

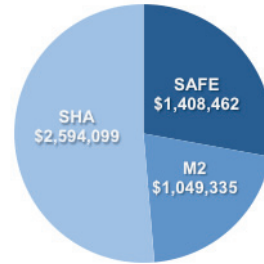
Since 1992, the Freeway Service Patrol (FSP) program has assisted stranded motorists on Orange County freeways. The goal of the program is to reduce traffic congestion by quickly removing disabled vehicles from freeways. All services are free to the motoring public.

The Orange County Transportation Authority (OCTA) manages the FSP program and the California Highway Patrol supervises the tow operations, trains the tow truck operators, and provides dispatch services so FSP can respond quickly to incidents on the freeway.

The California Department of Transportation is also a partner in the program providing administrative oversight and program funding from the State Highway Account (SHA). Other funding comes from a \$1 per vehicle registration fee for the Service Authority for Freeway Emergencies (SAFE), and from Orange County's half-cent transportation sales tax, Measure M2 Project N.

## OPERATING BUDGET

### FISCAL YEAR 2012-13 OPERATING BUDGET



For every dollar spent on the FSP program, over \$7.50 of congestion relief benefit is received. The congestion relief from the FSP program is equivalent to removing 5,000 vehicles from the freeway every day.

## SERVICE INFORMATION AND BENEFITS

### FREE SERVICES PROVIDED:

Change flat tire  
Provide a gallon of gas  
Fill radiator/tape hose  
Jump start battery  
Tow off freeway to safe location

### CONGESTION REDUCTION BENEFITS:

(estimated annual benefits)

Hours of vehicle delay eliminated: 1.9 million  
Gallons of fuel saved: 3.2 million  
Carbon Dioxide reduced: 28.2 million kilograms  
Economic savings: \$39.3 million

### TOW AND SERVICE TRUCKS OPERATING:

Peak Hour: 34  
Midday: 7  
Weekends: 4



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# CALL BOXES & MOTORIST AID AND TRAFFIC INFORMATION SYSTEM (511)



## IMPACTED

Call boxes are spaced every 1 to 1 1/4 mile along freeways, toll roads, Carbon Canyon Road, Santiago Canyon Road and Ortega Highway

The Southern California 511 is available throughout Southern California

## AT A GLANCE

### SAFE CALL BOX PROGRAM

**NUMBER OF CALL BOXES:** 637

**HOURS OF OPERATION:** 24 hours per day, 7 days a week

### SOUTHERN CALIFORNIA 511

**HOURS OF OPERATION:** 24 hours per day, 7 days a week

**WEBSITE:** [www.go511.com](http://www.go511.com)

Fact sheet as of 4/18/13



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## CALL BOX PROGRAM

Orange County pioneered the implementation of a roadside telephone network when the Service Authority for Freeway Emergencies (SAFE) was formed in 1987. Solar powered cellular telephone call boxes allow motorists to report road hazards, mechanical breakdowns, traffic accidents, and other incidents to a private call center. These call boxes are equipped with typewritten messaging to assist speech and hearing-impaired individuals.

## MOTORIST AID AND TRAFFIC INFORMATION SYSTEM (511)

The Southern California 511 was developed by the Los Angeles County SAFE in partnership with the Orange County Transportation Authority, Ventura County Transportation Commission, the California Highway Patrol, and the California Department of Transportation. 511 is one-stop shop to meet your transportation needs. You can outsmart traffic using the following 511 features:

-  **Traffic**– Get freeway traffic speeds, travel times, construction detours, and more, updated every minute
-  **Transit**– Find a transit provider near you, get bus and train schedules for over 60 transit agencies, and use the 511 trip planner to find the best transit route for your trip.
-  **Commute Services**– Find a carpool or vanpool partner in your area, locate a park-and-ride lot near your home and help your employer organize a rideshare program at your workplace.
-  **Motorist Aid**– Can't find a call box and need assistance on a freeway? 511 is your mobile call. Ask for motorist aid and you will be connected to the call box center.

## USING 511 SERVICES

### DIAL 511 FOR:

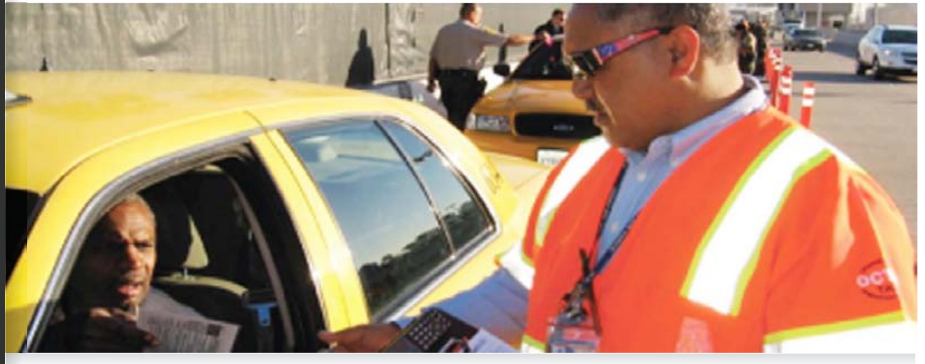
- Traffic: Speeds, travel times, construction detours
- Transit: Plan a trip, find out when the next bus will arrive
- Commute: Get connected to a rideshare program
- Motorist Aid: Get connected to the call box center for assistance

### VISIT [www.go511.com](http://www.go511.com) FOR:

- Traffic: Live traffic map, speeds, incidents, real-time traffic cameras
- Transit: Plan a trip, find a provider, get scheduled departure times
- Commute: Find carpools and vanpools, map of park-and-rides, learn about employer programs and incentives
- Extras: Bicycling, airports, taxis



# ORANGE COUNTY TAXI ADMINISTRATION PROGRAM (OCTAP)



## IMPACTED CITIES

All 34 Orange County cities and the County of Orange

## AT A GLANCE

**PROGRAM ESTABLISHED:** 1998

**PERMITTED TAXICAB COMPANIES:** 32

**PERMITTED TAXICABS:** 1,033

**PERMITTED TAXICAB DRIVERS:** 1,615

**CONTACT:** [octap@octa.net](mailto:octap@octa.net)

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

Fact sheet as of 4/18/13



## ORANGE COUNTY TAXI ADMINISTRATION PROGRAM

The Orange County Taxi Administration Program (OCTAP) was formed in 1998 to provide centralized taxicab regulation in Orange County. The County of Orange and its 34 cities guide OCTAP policies, while the Orange County Transportation Authority (OCTA) provides administration of the program on behalf of the member agencies. With regulatory functions carried out by a single entity, customer service and industry standards have improved.

## OVERSIGHT AND FUNDING

### OVERSIGHT

Two committees guide OCTAP policies. The Steering Committee is comprised of one member from each participating agency, a representative from the tourism industry, and two taxicab representatives. This committee guides the direction of OCTAP and recommends regulatory policies. The Safety Committee is comprised of a law and code enforcement representatives and provides guidance on issues relevant to public safety. The legislative bodies of each participating agency adopt the OCTAP regulations to ensure consistent application.

### FUNDING

OCTAP is funded solely through permit fees and fines from enforcement activities. To ensure OCTAP is self supporting, the OCTA Board of Directors sets the company, vehicle, and driver permit fees. The fee is set to recover the full cost of staff, services and supplies, capital equipment, and overhead cost for OCTA administration.

## ENFORCEMENT OF REGULATIONS

The OCTAP regulations address company, vehicle, and driver permitting requirements, taxicab standards, taxicab operations, fares, and advertising. To ensure taxicabs are operated in accordance with the regulations, field enforcement activities are conducted on a regular basis to ensure taxicabs are safe, drivers are permitted, and operations are within regulation. Enforcement activities are conducted by OCTAP staff and law enforcement partners. OCTAP also works with local law enforcement and the California Public Utilities Commission to eliminate bandit (non-permitted) taxicab activity.

## OCTAP REGULATIONS

### AN OCTAP PERMITTED VEHICLE:

- Is expected to be clean and free from foul odors
- Is properly insured
- Has received a safety inspection at least once each year
- Has a fare meter calibrated by the California Department of Weights & Measures
- Is operated by an OCTAP permitted driver

### AN OCTAP PERMITTED DRIVER:

- Has undergone a thorough criminal background investigation, driver record check, and drug and alcohol screen
- Is enrolled in subsequent arrest notification program, DMV driver record notification program, and random drug and alcohol screening program
- Is expected to be clean, courteous, and knowledgeable of the service area
- Must display a driver permit
- Must accept credit cards as a method of payment and provide a receipt upon request



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# VANPOOL



## AT A GLANCE

**ADVANTAGES:** **Save money** – not just on gas (up to 50%), but on tolls, maintenance and insurance.

**Save wear and tear on your personal vehicle** – the less you drive = the more you save.

**Save time and effort** – use carpool and HOV lanes to save time; take a nap and let someone else do the driving.

**Go green and help your community** – vanpools reduce carbon emissions and traffic on the road.

**VAN PROVIDERS:** Enterprise Rideshare  
310-436-2360  
Vanpool.com

vRide  
714-980-1900  
vRide.com

**CONTACT:** OCTA Vanpool Incentive Program  
714-560-5588  
octa.net/vanpool

Fact sheet as of 3/25/13

## WHAT IS A VANPOOL?

A vanpool is a group of people with a similar origin, destination and schedule, who share the costs of commuting and ride in a vehicle with 7 or more seats. The group divides the cost of the van, monthly rental, gas, insurance and other costs among themselves.

## HOW DOES IT WORK?

Vanpools can form on their own or with help from van providers, employers or OCTA.

A group needs to have three things to form:

1. A common destination (workplace)
2. A common origin (within 5 miles of each other)
3. A common schedule

Once the group is together, the group must decide on who will be the primary driver/monthly rental agreement holder and alternate driver(s).

The van gets on the road after signing an agreement with a van provider for the van and a participation agreement with OCTA for the monthly incentive.

## HOW CAN OCTA HELP?

OCTA provides a \$400 a month, per van incentive. This is applied directly to the monthly rental fee from the van provider by OCTA. OCTA also provides help to employers to plan and run programs and to commuters to form vanpools.

## PROGRAM QUALIFICATIONS

- Have a destination (workplace) within Orange County\*
- Have 80% start-up occupancy
- Open vanpool to accept riders from nearby destinations
- Maintain 60% monthly occupancy
- Report monthly ridership to OCTA through on-line database

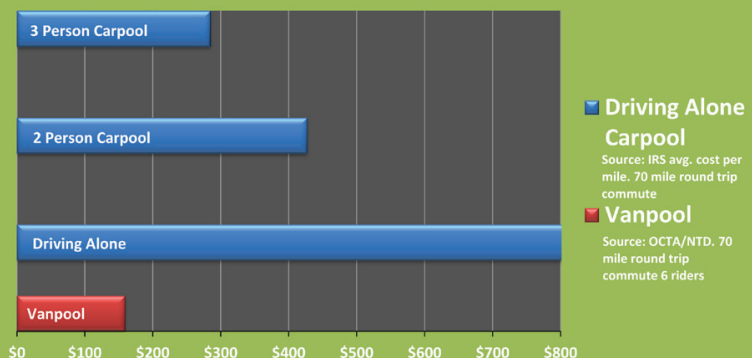
\*Vanpools that originate in Orange County with destinations in Riverside or San Bernardino counties are also eligible



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## Costs of Commuting vs. Vanpooling: It Costs More Than Just Gas



# ACCESS PARATRANSIT BUS SERVICE



## AT A GLANCE

### HIGHLIGHTS FOR FISCAL YEAR 2011-12:

Buses	248
Annual Passenger Boardings	1.3 million
Certified Active Passengers	30,000

### ACCESS CONTACT INFORMATION:

For eligibility information:  
call (714) 560-5956  
or visit [www.octa.net](http://www.octa.net)

### TO SCHEDULE A RIDE FOR ACCESS OR SAME-DAY TAXI SERVICE:

Certified individuals can schedule an ACCESS ride from one to three days in advance, or schedule a Same-Day Taxi ride by calling (714) 560-5888, (949) 857-7188 or (877) 628-2232. For TDD, call (800) 564-4232.

### RESERVATION HOURS:

Monday – Friday: 7 a.m. – 5 p.m.  
Saturday, Sunday  
and Holidays: 8 a.m. – 5 p.m.

ACCESS service is available seven days a week in the same areas and during the same hours as fixed-route bus service.

Fact sheet as of 2/5/13



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## OCTA'S PARATRANSIT BUS SERVICE

ACCESS is the Orange County Transportation Authority's (OCTA) shared ride paratransit service. It's available for people unable to use regular, fixed-route bus service because of functional limitations caused by a disability.

## ELIGIBILITY REQUIREMENTS

OCTA has a formal certification process that follows the Americans with Disabilities Act (ADA) guidelines and eligibility criteria.

Eligibility is determined by three factors:

- Individual's ability to get to/from the bus stop
- Individual's ability to board/exit the bus
- Individual's cognitive ability to navigate the regular bus system

All applicants are evaluated using an in-person assessment before eligibility is granted.

## ACCESS FARES

- One-way, standard curb-to-curb service: \$3.60
- Escorted to/from door (additional charge): \$5.00 each time customer is escorted
- Companion fare for a person to accompany an ACCESS passenger: \$3.60

Space for companions is limited and must be requested when reserving a ride. ACCESS can only guarantee space for one companion.

If an ACCESS passenger is certified to travel with a Personal Care Attendant, the attendant may ride at no cost when travelling with an ACCESS eligible rider. Space for the Personal Care Attendant must be requested when making a reservation.

# ACCESS SERVICE

## ACCESS SERVICES

- Standard Service: Curb-to-curb service for riders certified by ACCESS.
- Door Service: An additional service where the driver escorts the passenger to or from the vehicle at either end of the trip when feasible.
- Subscription Service: Regular service for eligible ACCESS customers who take the same trip on a regular basis, for instance to work or school.
- Same-Day Taxi Service: Taxi service provided on the same day as requested.

## SAME-DAY TAXI PROGRAM

OCTA will subsidize up to five (5) miles on a same-day taxi trip. You pay the regular ACCESS fare of \$3.60 (cash or credit card) for a 5-mile ride and any additional costs above the 5-mile trip.

For example, for a 4-mile ride, you pay only \$3.60. For an 8-mile ride, you pay \$3.60 plus the cost of the 3 miles beyond what is subsidized. This service is perfect for quick trips to locations like the grocery store, pharmacy, or your doctor, but same-day taxi can be used, just like ACCESS, for any trip type.

## HOW TO USE SAME-DAY TAXI SERVICE

- You must have current ACCESS eligibility to use this service.
- You book this service the same day you require a trip.
- You can book your return ride at the same time you book your first trip for round-trip travel.
- The fare will be quoted when you reserve a same-day taxi service trip.
- There is not a 30-minute window; the taxi will give you a specific pick-up time.
- All rides must be within Orange County.
- Coupons are not accepted – cash and credit cards can be used.
- This is not a shared ride but you may bring a personal care attendant or a service animal.
- This service takes place in a non-ADA taxi.
- If you use a mobility device, be sure to let the ACCESS reservations operator know as not all vehicles in the fleet are accessible.

## SCHEDULING A RIDE

This service is available 7:00 a.m. to 5:00 p.m., Monday through Friday, and from 8:00 a.m. to 5:00 p.m. on Saturdays, Sundays and holidays.

To book a same-day taxi trip, simply call the ACCESS reservations operator at (714) 560-5888 or (949) 857-7188. For TDD call (800) 564-4232.

[www.octa.net](http://www.octa.net) • (714) 560-OCTA



# SENIOR MOBILITY PROGRAM



## AT A GLANCE

### FUNDING:

City Participants      Measure M2,  
Project U

Non-Profit      Article 4.5, Transit  
Participants      Development Act

### OCTA CONTACT:

Jessica Deakyne  
Community Transportation  
Coordinator  
(714) 560-5802  
jdeakyne@octa.net

### MORE OPTIONS FOR SENIORS:

Office on Aging  
(800) 510-2020  
www.officeonaging.ocgov.com

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

Fact sheet as of 4/17/13

## PROJECT OVERVIEW

The Senior Mobility Program (SMP) offers transportation alternatives for seniors in addition to local fixed-route buses or ADA paratransit (ACCESS) services. Participating cities may receive both funding and vehicles to design a program that best fits the needs of seniors in their communities.

## PROJECT FUNDING

Funding for the city participants in the SMP comes from Measure M2, Orange County's ½-cent sales tax measure. Under the M2 funding umbrella, Project U provides funding for senior/disabled programs including the SMP. One percent of net revenue is allocated to the SMP, and participating cities receive their allocation based on their share of the county's population of seniors over 60 years of age.

Funding for the non-profit participants in the SMP comes from Article 4.5, Claims For Community Transportation Services, of the Transit Development Act (TDA). TDA is funded through ¼-cent of California's general sales tax and can only be used for public transit purposes.

Please see reverse side for a complete list of partners.



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# SENIOR MOBILITY PROGRAM

## SMP PARTNERS

To date 26 cities and 4 non-profit organizations are SMP partners, with more cities expected to join in the near future. Contacts for local SMP partners are listed below:

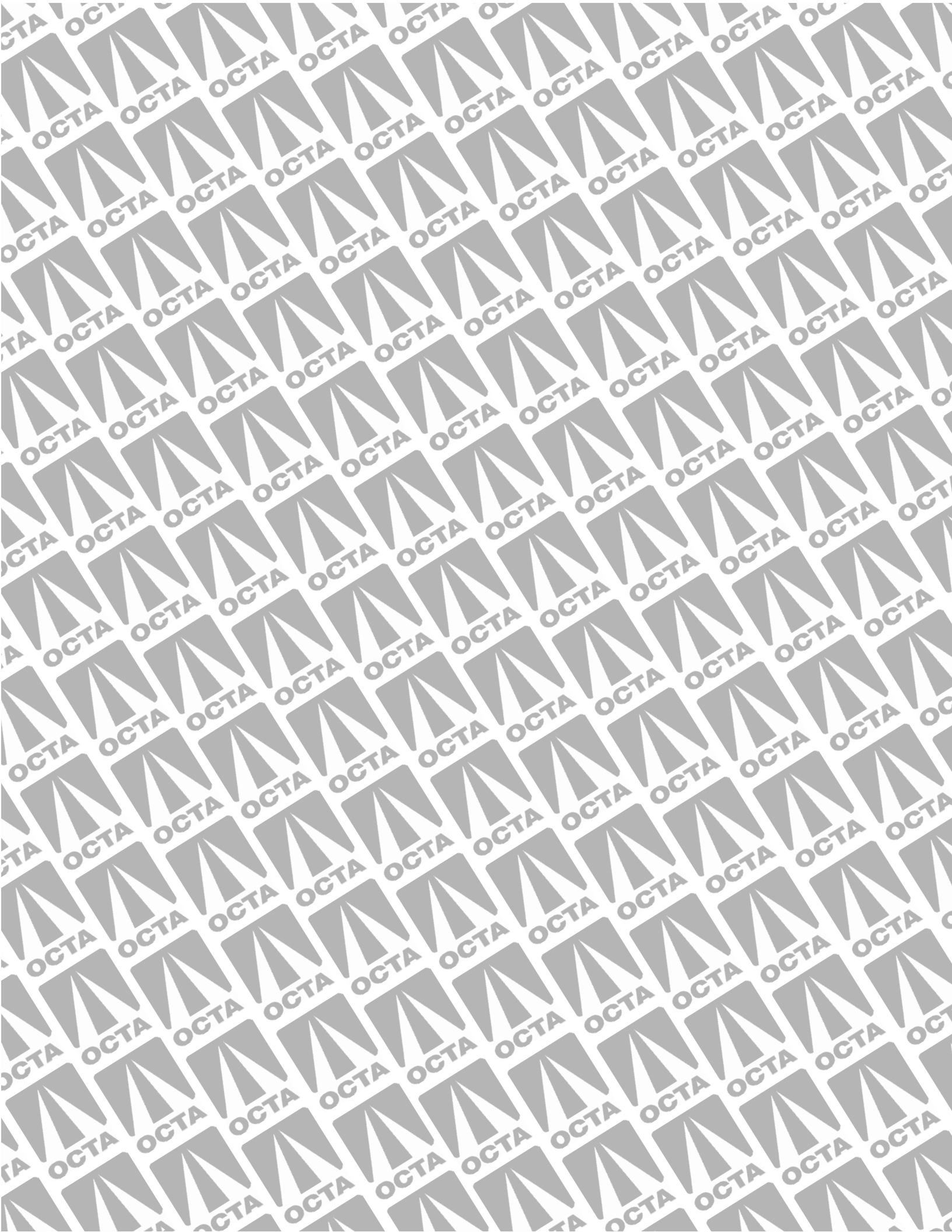
### CITIES

Anaheim	(714) 765-4510
Brea	(714) 990-7750
Buena Park	(714) 236-3870
Costa Mesa	(949) 645-2356 ext. 23
Cypress	(714) 229-6676
Fullerton	(714) 738-6305
Garden Grove	(714) 741-5253
Huntington Beach	(714) 374-1742
Irvine	(949) 724-7433
La Habra	(562) 905-9619
Laguna Hills	(949) 707-2681
Laguna Niguel	(949) 425-5151
Laguna Woods	(949) 639-0512
Lake Forest	(949) 461-3408
Mission Viejo	(949) 470-3062
Newport Beach	(949) 644-3244
Orange	(714) 538-9633
Placentia	(714) 986-2332
Rancho Santa Margarita	(949) 216-9700
San Clemente	(949) 361-8254

Santa Ana	(714) 571-4259
Seal Beach	(562) 431-2527 ext. 1321
Stanton	(714) 890-4276
Tustin	(714) 573-3348
Westminster	(714) 895-2878 ext 3675
Yorba Linda	(714) 961-7181

### NON-PROFIT ORGANIZATIONS

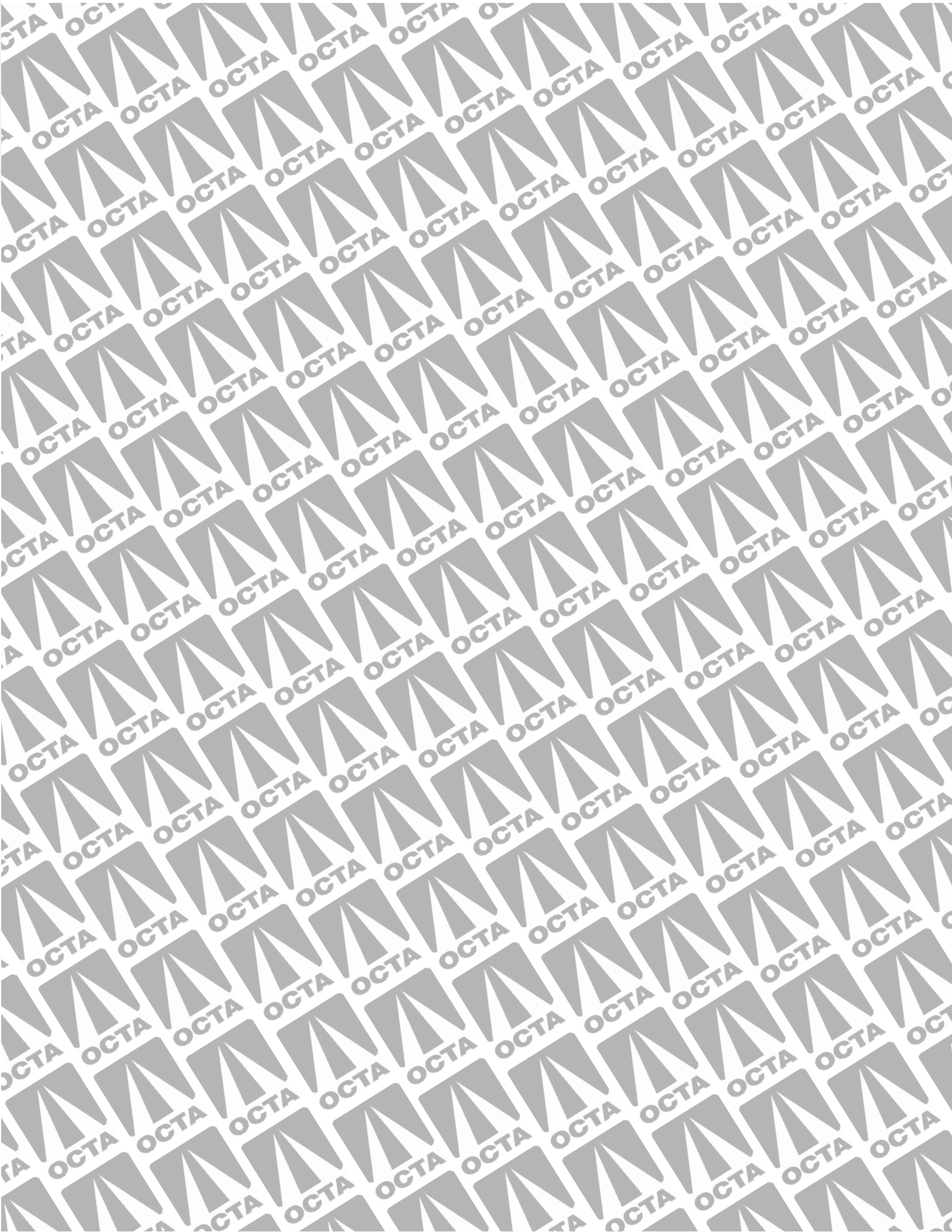
Abrazar, Inc.	(714) 893-358 ext 109
Jewish Federation & Family Services of Orange County	(949) 435-3460
Korean-American Senior Association	(714) 530-6705
Vietnamese Community of Orange County	(714) 558-6009



# Financial Reports







## Financial Reports

The Financial Reports section provides a high level and a detail summary of OCTA's sources and uses; including reserves and designations. The reports included in this section are external and internal. External reports exclude interfund transfers and management fees, while internal reports include this information. Both sets of information display a balanced budget for FY 2011-12 Actuals, FY 2012-13 Approved Budget, and the FY 2013-14 Approved Budget.

### External Sources and Uses

Total revenues listed by object summary category and reserves followed by expenditures and designations.

### External Revenues and Reserves

This report provides a more detailed view of the object summary for external revenues; followed by a detail list of reserves.

### External Expenditures and Designations

This report provides a more detailed view of the object summary for external expenditures; followed by a detail list of designations.

### Internal Sources and Uses

Total revenues listed by object summary category and reserves followed by expenditures and designations. This report includes interfund transfers and management fees.

### Internal Revenues and Reserves

This report provides a more detail view of the object summary for external revenues; followed by a detail list of reserves. This report includes interfund transfers.

### Internal Expenditures and Designations

This report provides a more detail view of the object summary for external expenditures; followed by a detail list of designations. This report includes interfund transfers and management fees.

### Fund Balance Schedule

This report is a fund balance schedule by fund showing changes from the forecasted beginning balances through the end of the approved budget.

# Financial Reports

## External Sources and Uses Summary\*

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5100 Passenger Fares	50,610,693	55,854,528	61,117,441
5300 Charges for Services	0	165,885	0
5500 Tollroad Revenue	37,813,607	37,080,222	38,199,322
6010 State Transit Assistance	1,688,734	2,519,057	1,986,895
6020 State Assistance	87,580,345	56,552,658	90,333,502
6030 Federal Operating Assistance Grants	87,863,764	85,298,523	129,093,902
6040 Federal Capital Assistance Grants	30,415,585	94,323,089	114,986,185
6050 Reimbursement from Other Agencies	20,509,886	13,570,271	11,597,429
6055 Gas Tax Exchange	23,000,004	23,000,004	0
6100 Property Taxes	11,197,173	11,018,167	11,417,444
6101 Taxes	438,747,980	458,803,784	460,567,556
6110 License Fees	736,856	676,581	732,992
6200 Interest Income	16,429,690	19,968,323	21,921,747
6300 Other Non-operating Revenue	12,181,934	11,826,108	12,143,801
<b>Subtotal Revenues</b>	<b>\$ 818,776,251</b>	<b>\$ 870,657,200</b>	<b>\$ 954,098,216</b>
Use of Reserves	67,224,449	204,124,573	299,624,621
<b>Total Sources</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7100 Wages, Salaries and Benefits	147,250,279	147,955,862	155,057,911
7300 Purchased Transportation Services	67,210,057	74,643,046	80,557,982
7500 Professional Services	95,496,303	160,324,542	206,697,188
7540 Insurance Claims/Premiums	5,747,695	13,294,230	15,158,326
7600 General and Administrative	10,942,338	13,418,472	13,214,449
7700 Maintenance Parts and Fuel	20,775,759	24,464,447	28,350,395
7800 Contributions to Other Agencies	227,224,649	299,977,597	394,689,870
8111 Interest Expense	28,957,185	28,835,411	29,551,825
8112 Principal Payment On Long Term Debt	0	6,410,000	6,600,000
8240 Transfers to Outside Agencies	124,049,667	189,115,424	278,482,409
<b>Subtotal Expenses</b>	<b>\$ 727,653,932</b>	<b>\$ 958,439,031</b>	<b>\$ 1,208,360,355</b>
Designations	158,346,768	116,342,742	45,362,482
<b>Total Uses</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

**External Revenues and Reserves\***

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5110 Farebox Revenue	29,053,194	31,274,059	30,067,492
5150 Pass Sales	13,438,313	15,529,709	16,680,595
5180 Coupon Sales	2,765,403	2,761,822	3,689,677
5220 Direct Route Subsidy	2,821,613	3,688,358	8,029,959
5240 Passenger Revenue Subsidy	2,171,009	2,208,000	2,264,000
5260 Miscellaneous Transit Revenue	3,725,217	3,906,197	3,910,718
5310 Operating Revenue-Charges for Service	0	165,885	0
5510 Tollroad Revenue	32,103,066	30,135,900	31,255,001
5550 Tollroad Fee Income	5,704,005	6,944,322	6,944,321
5580 Tollroad Income Other	6,536	0	0
6020 State Assistance	89,269,079	59,071,715	92,320,397
6030 Federal Operating Assistance Grants	87,863,764	85,298,523	129,093,902
6040 Federal Capital Assistance Grants	30,415,585	94,323,089	114,986,185
6050 Other Financial Assistance	43,509,890	36,570,275	11,597,429
6100 Taxes	449,945,153	469,821,951	471,985,000
6110 Operator Licenses	736,856	676,581	732,992
6200 Interest Income	16,429,690	19,968,323	21,921,747
6310 Rental Income	4,282,100	3,842,752	3,950,118
6330 Fees and Fines	159,077	144,622	146,813
6350 Insurance Recoveries	359,354	334,354	734,524
6370 Miscellaneous	4,017,347	3,990,763	3,787,346
<b>Total Revenues</b>	<b>\$ 818,776,251</b>	<b>\$ 870,657,200</b>	<b>\$ 954,098,216</b>
Admin Services	14,189	0	0
Anaheim and Santa Ana Go Local Fixed Guideway	0	330,000	0
Anaheim Emergency Access	0	0	1,000,000
Anaheim Regional Transportation Intermodal Center	0	6,237,943	0
ARTIC - Project R	0	6,817,121	0
ARTIC - Project T	0	27,376,679	64,898,722
Article 3 Bikeway & Pedestrian Facilities Program	0	665,865	352,000
Bristol Street Widening Project	0	0	18,000,000
Close out of M1 Debt Service	36	0	0
Combined Transportation Funding Program	23,485,745	40,095,000	42,000,000
Commuter Rail Operations	21,203,886	21,500,000	22,500,000
Commuter Rail Capital Improvements	6,594,305	3,231,462	1,345,000
Environmental Mitigation Property Acquisition	0	10,300,000	0
Environmental Mitigation Property Restoration	0	6,930,180	3,425,000
Fullerton Station Elevator Upgrade	0	0	257,000
Fullerton Station Parking Expansion Project	0	200,362	0
Future Freeway Serv. Patrol Service	33,097	0	514,191
Grade Crossing Enhancement and Quiet Zones	0	2,260,000	2,967,959
High Speed Rail	0	193,828	0

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

*Continued next page...*

## Financial Reports

### External Revenues and Reserves\*

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
I-405 HOV Conversion PA-ED/PS&E	0	75,000	100,000
I-405, SR-55 to I-605	0	0	22,630,000
I-405/SR-55 Connector	0	10,000	0
I-405 HOV Connector Projects	0	2,044,000	6,856,050
I-5 Gateway Project to LA County Line	997,983	6,619,000	2,210,000
I-5 HOV Conversion PSR-PR/PS&E	0	75,000	200,000
Irvine Transportation Center Master Plan	0	305,102	0
iShuttle Operating Service (M1 Funds Trans. CURE)	1,316,930	1,327,351	0
iShuttle Operating Service (CURE to GF)	0	0	1,787,428
Laguna Niguel to SJC Passing Siding (Design)	0	0	2,100,000
Laguna Niguel/Mission Viejo Parking Expansion	1,000,000	0	0
LOSSAN Commuter Rail	1,342,097	3,737,750	2,310,950
Measure M	0	9,013,845	0
Metrolink Service Expansion Program	0	6,500,000	0
OCTAP Operations	66,270	0	0
OCTD Fixed Asset Reserves	466,400	0	9,027,706
Orange Transportation Center Parking Expansion	0	1,000,000	0
PE ROW	0	206,000	0
PE ROW General	0	0	299,709
Personal Liability and Property Damage	2,094,123	0	0
Project O Grade Separations	0	26,969,000	48,921,790
Project P - Regional Traffic Signal Synch	0	15,377,600	14,000,000
Project R Grade Separations	0	0	9,450,000
SAAV Operations	2,294,950	716,010	0
Santa Ana Blvd Grade Separation	0	170,000	0
Santa Ana Regional Transportation Center	172,050	0	0
Scholarship Fund Reserves	192	0	0
Signal Synchronization	0	42,500	0
SR-22 Construction	2,471,525	0	2,360,000
SR-22 ROW/Design Services	0	360,000	0
SR-55 HOV Continuous Access Striping	1,974,921	0	0
SR-57 HOV Conversion - Gaps PA-ED/PS&E	0	300,000	500,000
SR-91 (WB), I-5 to SR-57	0	0	11,440,000
SR91 SR55-Tustin Interchange	0	0	5,721,000
Stationlink Rail Feeder Service	0	3,077,975	2,430,116
Tustin Station Parking Expansion	1,325,000	0	0
VSS at Fullerton Metrolink Station	0	60,000	20,000
West County Connector	370,750	0	0
<b>Total Use of Reserves</b>	<b>\$ 67,224,449</b>	<b>\$ 204,124,573</b>	<b>\$ 299,624,621</b>
<b>Available Revenues / Reserves</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

**External Expenses and Designations\***

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7110 Salaries-Regular Employees	81,480,717	82,755,479	84,561,891
7150 Extra Help Employees	753,519	1,054,200	1,325,192
7209 Deferred Compensation	1,494,287	1,597,280	1,780,331
7210 Pensions	25,960,337	25,301,995	28,367,553
7220 Insurances	2,381,052	2,415,075	2,496,506
7240 Health Care	18,575,101	18,743,551	18,852,412
7260 Compensated Absences	12,731,167	11,289,253	13,445,411
7280 Other Benefits	3,874,099	4,799,029	4,228,615
7310 Contract Transportation	67,210,057	74,643,046	80,557,982
7510 Professional Services	56,068,498	111,580,745	156,812,769
7540 Insurance Claims Expense	5,747,695	13,294,230	15,158,326
7610 Outside Services	39,238,112	48,319,397	49,683,419
7630 Advertising Fees	189,693	424,400	201,000
7640 Utilities	2,441,414	2,800,200	2,972,100
7650 Travel, Training, and Mileage	509,529	753,083	775,070
7660 Office Expense	1,555,958	2,820,693	2,156,167
7670 Miscellaneous Expense	1,926,429	1,054,006	1,103,214
7690 Leases	4,885,708	5,041,404	5,443,847
7710 Fuels and Lubricants	12,240,666	16,049,104	19,553,876
7740 Tires and Tubes	1,976,847	2,131,804	2,132,803
7750 Maintenance Expense	6,558,246	6,283,539	6,663,716
7780 General Equipment/Structures	2,868	47,500	0
7790 Other Materials and Supplies	1,120,221	1,437,124	1,292,503
7820 Taxes	265,924	476,800	556,308
7830 Contributions to Other Agencies	225,458,936	298,965,259	393,605,110
8110 Debt Service	28,957,185	35,245,411	36,151,825
9010 Work In Process	339,984	230,000	0
9020 Capital Exp-Locally Funded	4,384,194	19,084,424	62,211,229
9080 Construction in Progress	119,325,489	169,801,000	216,271,180
<b>Subtotal Expenses</b>	<b>\$ 727,653,932</b>	<b>\$ 958,439,031</b>	<b>\$ 1,208,360,355</b>
ARBA Contributions	244,214	1,123,375	912,350
Bristol Street Widening Project	4,197,226	0	0
Debt Service	1,807,006	0	0
Designated for future OCUTT projects	2,347,632	190,479	210,502
Designated for Future M2 projects	55,298,601	62,125,855	0
Designated for Future SR-91 Projects	14,692,823	11,919,959	13,477,472
Fixed Asset Reserve	71,067,477	39,574,239	30,720,263
GF Designation	2,845,815	3,916	0
LTF	3,591,418	0	0
M2 Funds Designated for Future SAFE Projects	0	1,397,422	0
OCTAP Operations	229,655	7,497	37,466
SAAV Operations	0	0	4,429
STAF	2,862	0	0
Workers' Compensation	2,022,039	0	0
<b>Subtotal Designations</b>	<b>\$ 158,346,768</b>	<b>\$ 116,342,742</b>	<b>\$ 45,362,482</b>
<b>Total Uses</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

## Financial Reports

### Internal Sources and Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5100 Passenger Fares	50,610,693	55,854,528	61,117,441
5300 Charges for Services	6,536,602	14,112,326	15,544,211
5500 Tollroad Revenue	37,813,607	37,080,222	38,199,322
6010 State Transit Assistance	1,688,734	2,519,057	1,986,895
6020 State Assistance	87,580,345	56,552,658	90,333,502
6030 Federal Operating Assistance Grants	87,863,764	85,298,523	129,093,902
6040 Federal Capital Assistance Grants	30,415,585	94,323,089	114,986,185
6050 Reimbursement from Other Agencies	20,509,886	13,570,271	11,597,429
6055 Gas Tax Exchange	23,000,004	23,000,004	0
6100 Property Taxes	11,197,173	11,018,167	11,417,444
6101 Taxes	438,747,980	458,803,784	460,567,556
6110 License Fees	736,856	676,581	732,992
6200 Interest Income	16,429,690	19,968,323	21,921,747
6300 Other Non-operating Revenue	12,181,934	11,826,108	12,143,801
6400 Management Fee	46,520,554	56,927,973	54,695,206
6500 Operating Transfers In	183,993,447	210,449,977	224,559,116
<b>Subtotal Revenues</b>	<b>\$ 1,055,826,854</b>	<b>\$ 1,151,981,591</b>	<b>\$ 1,248,896,749</b>
Use of Reserves	67,224,449	204,124,573	299,624,621
<b>Total Sources</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7100 Wages, Salaries and Benefits	153,238,049	153,639,233	161,048,892
7300 Purchased Transportation Services	67,210,057	74,643,046	80,557,982
7400 Management Fee Expense	46,520,554	56,927,973	54,695,206
7500 Professional Services	95,496,303	160,324,542	206,697,188
7540 Insurance Claims/Premiums	5,747,695	13,294,230	15,158,326
7600 General and Administrative	10,942,338	13,418,472	13,214,449
7700 Maintenance Parts and Fuel	20,775,759	24,464,447	28,350,395
7800 Contributions to Other Agencies	227,773,481	308,240,667	404,243,100
8111 Interest Expense	28,957,185	28,835,411	29,551,825
8112 Principal Payment On Long Term Debt	0	6,410,000	6,600,000
8200 Operating Transfers Out	183,993,447	210,449,977	224,559,116
8240 Transfers to Outside Agencies	124,049,667	189,115,424	278,482,409
<b>Subtotal Expenses</b>	<b>\$ 964,704,535</b>	<b>\$ 1,239,763,422</b>	<b>\$ 1,503,158,888</b>
Designations	158,346,768	116,342,742	45,362,482
<b>Total Uses</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

**Internal Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5110 Farebox Revenue	29,053,194	31,274,059	30,067,492
5150 Pass Sales	13,438,313	15,529,709	16,680,595
5180 Coupon Sales	2,765,403	2,761,822	3,689,677
5220 Direct Route Subsidy	2,821,613	3,688,358	8,029,959
5240 Passenger Revenue Subsidy	2,171,009	2,208,000	2,264,000
5260 Miscellaneous Transit Revenue	3,725,217	3,906,197	3,910,718
5310 Operating Revenue-Charges for Service	6,536,602	14,112,326	15,544,211
5510 Tollroad Revenue	32,103,066	30,135,900	31,255,001
5550 Tollroad Fee Income	5,704,005	6,944,322	6,944,321
5580 Tollroad Income Other	6,536	0	0
6020 State Assistance	89,269,079	59,071,715	92,320,397
6030 Federal Operating Assistance Grants	87,863,764	85,298,523	129,093,902
6040 Federal Capital Assistance Grants	30,415,585	94,323,089	114,986,185
6050 Other Financial Assistance	43,509,890	36,570,275	11,597,429
6100 Taxes	449,945,153	469,821,951	471,985,000
6110 Operator Licenses	736,856	676,581	732,992
6200 Interest Income	16,429,690	19,968,323	21,921,747
6310 Rental Income	4,282,100	3,842,752	3,950,118
6330 Fees and Fines	159,077	144,622	146,813
6350 Insurance Recoveries	359,354	334,354	734,524
6370 Miscellaneous	4,017,347	3,990,763	3,787,346
6410 Charges for Services	46,520,554	56,927,973	54,695,206
6510 Operating Transfers In	183,993,447	210,449,977	224,559,116
<b>Total Revenues</b>	<b>\$ 1,055,826,854</b>	<b>\$ 1,151,981,591</b>	<b>\$ 1,248,896,749</b>
Admin Services	14,189	0	0
Anaheim and Santa Ana Go Local Fixed Guideway	0	330,000	0
Anaheim Emergency Access	0	0	1,000,000
Anaheim Regional Transportation Intermodal Center	0	6,237,943	0
ARTIC - Project R	0	6,817,121	0
ARTIC - Project T	0	27,376,679	64,898,722
Article 3 Bikeway & Pedestrian Facilities Program	0	665,865	352,000
Bristol Street Widening Project	0	0	18,000,000
Close out of M1 Debt Service	36	0	0
Combined Transportation Funding Program	23,485,745	40,095,000	42,000,000
Commuter Rail Operations	21,203,886	21,500,000	22,500,000
Commuter Rail Capital Improvements	6,594,305	3,231,462	1,345,000
Environmental Mitigation Property Acquisition	0	10,300,000	0
Environmental Mitigation Property Restoration	0	6,930,180	3,425,000
Fullerton Station Elevator Upgrade	0	0	257,000
Fullerton Station Parking Expansion Project	0	200,362	0
Future Freeway Serv. Patrol Service	33,097	0	514,191
Grade Crossing Enhancement and Quiet Zones	0	2,260,000	2,967,959
High Speed Rail	0	193,828	0

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# Financial Reports

## Internal Revenues and Reserves

Description	FY 2003-04 ACTUALS	FY 2004-05 BUDGET	FY 2013-14 Budget
I-405 HOV Conversion PA-ED/PS&E	0	75,000	100,000
I-405, SR-55 to I-605	0	0	22,630,000
I-405/SR-55 Connector	0	10,000	0
I-405 HOV Connector Projects	0	2,044,000	6,856,050
I-5 Gateway Project to LA County Line	997,983	6,619,000	2,210,000
I-5 HOV Conversion PSR-PR/PS&E	0	75,000	200,000
Irvine Transportation Center Master Plan	0	305,102	0
iShuttle Operating Service (M1 Funds Trans. CURE)	1,316,930	1,327,351	0
iShuttle Operating Service (CURE to GF)	0	0	1,787,428
Laguna Niguel to SJC Passing Siding (Design)	0	0	2,100,000
Laguna Niguel/Mission Viejo Parking Expansion	1,000,000	0	0
LOSSAN Commuter Rail	1,342,097	3,737,750	2,310,950
Measure M	0	9,013,845	0
Metrolink Service Expansion Program	0	6,500,000	0
OCTAP Operations	66,270	0	0
OCTD Fixed Asset Reserves	466,400	0	9,027,706
Orange Transportation Center Parking Expansion	0	1,000,000	0
PE ROW	0	206,000	0
PE ROW General	0	0	299,709
Personal Liability and Property Damage	2,094,123	0	0
Project O Grade Separations	0	26,969,000	48,921,790
Project P - Regional Traffic Signal Synch	0	15,377,600	14,000,000
Project R Grade Separations	0	0	9,450,000
SAAV Operations	2,294,950	716,010	0
Santa Ana Blvd Grade Separation	0	170,000	0
Santa Ana Regional Transportation Center	172,050	0	0
Scholarship Fund Reserves	192	0	0
Signal Synchronization	0	42,500	0
SR-22 Construction	2,471,525	0	2,360,000
SR-22 ROW/Design Services	0	360,000	0
SR-55 HOV Continuous Access Striping	1,974,921	0	0
SR-57 HOV Conversion - Gaps PA-ED/PS&E	0	300,000	500,000
SR-91 (WB), I-5 to SR-57	0	0	11,440,000
SR91 SR55-Tustin Interchange	0	0	5,721,000
Stationlink Rail Feeder Service	0	3,077,975	2,430,116
Tustin Station Parking Expansion	1,325,000	0	0
VSS at Fullerton Metrolink Station	0	60,000	20,000
West County Connector	370,750	0	0
<b>Total Use of Reserves</b>	<b>\$ 67,224,449</b>	<b>\$ 204,124,573</b>	<b>\$ 299,624,621</b>
<b>Available Revenues / Reserves</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

**Internal Expenses and Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	81,480,717	82,755,479	84,561,891
7150 Extra Help Employees	753,519	1,054,200	1,325,192
7209 Deferred Compensation	1,494,287	1,597,280	1,780,331
7210 Pensions	25,960,337	25,301,995	28,367,553
7220 Insurances	2,381,052	2,415,075	2,496,506
7240 Health Care	18,575,101	18,743,551	18,852,412
7260 Compensated Absences	12,731,167	11,289,253	13,445,411
7270 Workers Compensation	5,987,770	5,683,371	5,990,981
7280 Other Benefits	3,874,099	4,799,029	4,228,615
<b>Salaries and Benefits Subtotal</b>	<b>\$ 153,238,049</b>	<b>\$ 153,639,233</b>	<b>\$ 161,048,892</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	67,210,057	74,643,046	80,557,982
7410 Administrative Services	46,520,554	56,927,973	54,695,206
7510 Professional Services	56,068,498	111,580,745	156,812,769
7540 Insurance Claims Expense	5,747,695	13,294,230	15,158,326
7610 Outside Services	39,238,112	48,319,397	49,683,419
7630 Advertising Fees	189,693	424,400	201,000
7640 Utilities	2,441,414	2,800,200	2,972,100
7650 Travel, Training, and Mileage	509,529	753,083	775,070
7660 Office Expense	1,555,958	2,820,693	2,156,167
7670 Miscellaneous Expense	1,926,429	1,054,006	1,103,214
7690 Leases	4,885,708	5,041,404	5,443,847
7710 Fuels and Lubricants	12,240,666	16,049,104	19,553,876
7740 Tires and Tubes	1,976,847	2,131,804	2,132,803
7750 Maintenance Expense	6,558,246	6,283,539	6,663,716
7780 General Equipment/Structures	2,868	47,500	0
7790 Other Materials and Supplies	1,120,221	1,437,124	1,292,503
7810 Insurance	548,832	8,263,070	9,553,230
7820 Taxes	265,924	476,800	556,308
7830 Contributions to Other Agencies	225,458,936	298,965,259	393,605,110
8110 Debt Service	28,957,185	35,245,411	36,151,825
8210 Operating Transfers Out	183,993,447	210,449,977	224,559,116
<b>Services and Supplies Subtotal</b>	<b>\$ 687,416,819</b>	<b>\$ 897,008,765</b>	<b>\$ 1,063,627,587</b>
<u>Capital Expenditure</u>			
9010 Work In Process	339,984	230,000	0
9020 Capital Exp-Locally Funded	4,384,194	19,084,424	62,211,229
9080 Construction in Progress	119,325,489	169,801,000	216,271,180
<b>Capital Expenditure Subtotal</b>	<b>\$ 124,049,667</b>	<b>\$ 189,115,424</b>	<b>\$ 278,482,409</b>
<b>Subtotal Expenses</b>	<b>\$ 964,704,535</b>	<b>\$ 1,239,763,422</b>	<b>\$ 1,503,158,888</b>

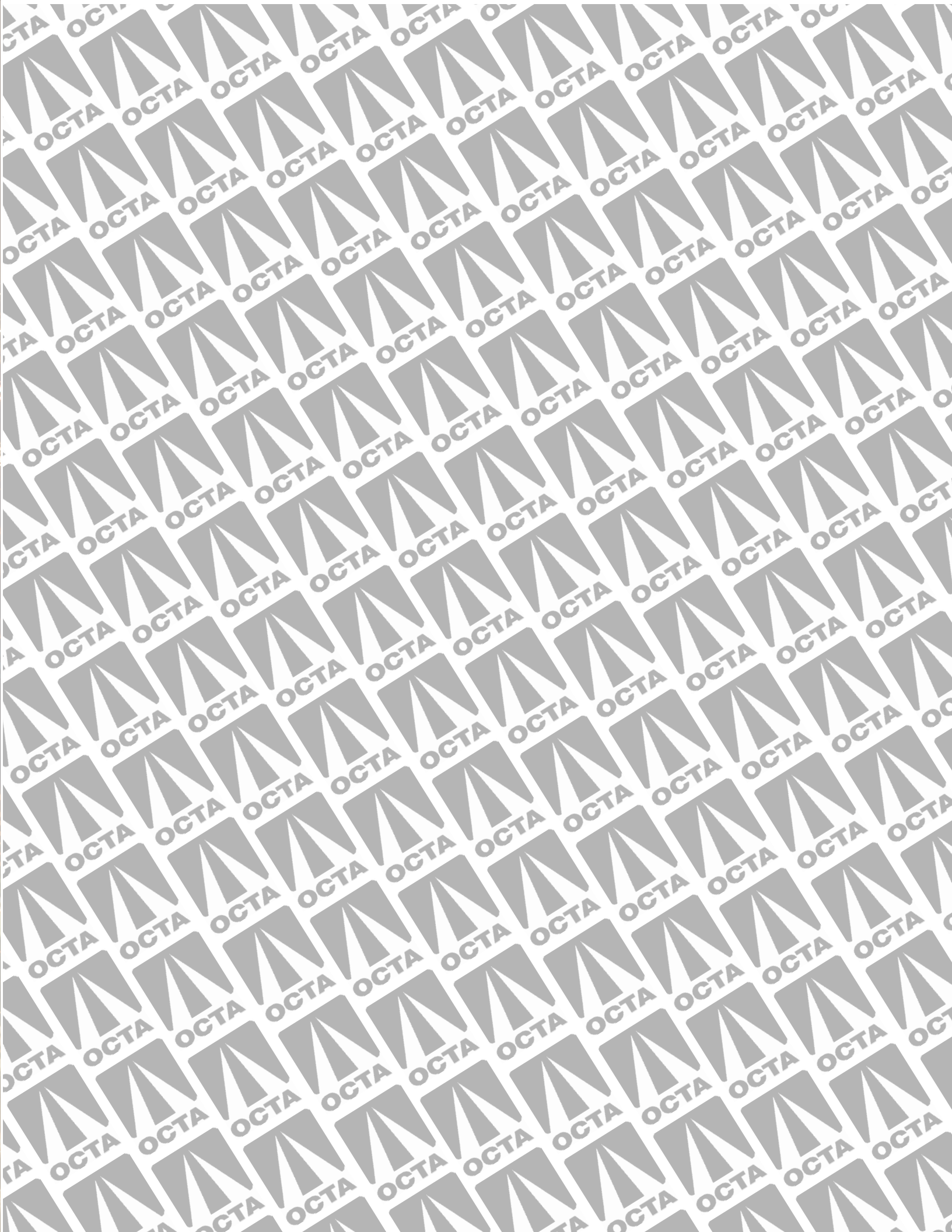
## Financial Reports

### Internal Expenses and Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
ARBA Contributions	244,214	1,123,375	912,350
Bristol Street Widening Project	4,197,226	0	0
Debt Service	1,807,006	0	0
Designated for Future SR-91 Projects	14,692,823	11,919,959	13,477,472
Designated for future OCUTT projects	2,347,632	190,479	210,502
Designated for Future M2 projects	55,298,601	62,125,855	0
Fixed Asset Reserve	71,067,477	39,574,239	30,720,263
GF Designation	2,845,815	3,916	0
LTF	3,591,418	0	0
M2 Funds Designated for Future SAFE Projects	0	1,397,422	0
OCTAP Operations	229,655	7,497	37,466
SAAV Operations	0	0	4,429
STAF	2,862	0	0
Workers' Compensation	2,022,039	0	0
<b>Subtotal Designations</b>	<b>\$ 158,346,768</b>	<b>\$ 116,342,742</b>	<b>\$ 45,362,482</b>
<b>Total Uses</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

# Fund Budgets





**External Fund Level Summary - Sources\***

Source of Funds			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
ARBA Trust Fund	1,022,176	1,123,375	912,350
Commuter and Urban Rail Endowment 1	34,685,920	43,167,673	41,592,402
Gas Tax Fund	23,447,226	23,000,004	0
General Fund	10,292,870	26,741,909	25,449,901
Internal Service Fund - Workers Compensation	317,127	158,782	672,643
Internal Service Fund- PL & PD	2,577,896	693,717	501,295
Local Transportation Authority Measure M1	129,158,102	111,641,116	66,702,972
Local Transportation Authority Measure M2	297,862,787	469,641,190	661,857,024
Local Transportation Fund	139,067,166	144,925,861	153,204,807
Measure M Bond Debt Service	36	0	0
Measure M2 Bond Debt Service	6,967,383	7,087,572	6,513,993
Orange County Taxi Administration Program	818,968	690,163	744,832
Orange County Transit District	172,456,032	179,271,612	227,272,528
Orange County Unified Transportation Trust	2,432,812	646,699	1,016,755
Scholarship Fund	17,518	19,859	17,165
Service Authority for Abandoned Vehicles	2,291,566	802,735	10,000
Service Authority for Freeway Emergencies	5,466,034	5,136,928	5,731,699
State Route 91 Toll Road	34,789,094	38,214,711	39,435,524
State Transit Assistance Fund	22,315,798	21,817,867	22,086,947
Transit Development Capital Project	14,189	0	0
<b>Total Authority</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

## Fund Budgets

### External Fund Level Summary - Uses\*

Use of Funds			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
ARBA Trust Fund	1,022,176	1,123,375	912,350
Commuter and Urban Rail Endowment 1	26,738,097	37,802,202	36,424,382
Gas Tax Fund	23,447,226	23,000,004	0
General Fund	64,561,559	102,208,334	105,474,034
Internal Service Fund - Workers Compensation	6,248,902	5,747,924	6,597,988
Internal Service Fund- PL & PD	3,044,970	8,850,214	9,958,691
Local Transportation Authority Measure M1	124,833,927	101,838,802	62,059,226
Local Transportation Authority Measure M2	269,407,954	434,211,617	621,925,516
Local Transportation Fund	8,652,868	2,929,742	4,652,930
Measure M2 Bond Debt Service	24,190,144	28,793,138	28,790,838
Orange County Taxi Administration Program	677,511	534,294	579,968
Orange County Transit District	290,695,915	282,906,256	332,436,334
Orange County Unified Transportation Trust	2,370,618	196,699	216,755
Scholarship Fund	17,518	19,859	17,165
Service Authority for Abandoned Vehicles	2,293,190	802,735	10,000
Service Authority for Freeway Emergencies	4,955,463	7,790,870	6,397,682
State Route 91 Toll Road	32,839,055	36,025,708	37,268,978
State Transit Assistance Fund	3,607	0	0
<b>Total Authority</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

**Internal Fund Level Summary - Revenues and Reserves**

Revenues / Reserves			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
ARBA Trust Fund	1,022,176	1,123,375	912,350
Commuter and Urban Rail Endowment 1	34,685,920	43,167,673	44,022,518
Gas Tax Fund	23,447,226	23,000,004	0
General Fund	65,806,368	102,637,384	106,118,097
Internal Service Fund - Workers Compensation	6,304,897	5,842,153	6,663,624
Internal Service Fund- PL & PD	3,126,728	8,956,787	10,054,525
Local Transportation Authority Measure M1	129,158,102	111,641,116	66,702,972
Local Transportation Authority Measure M2	300,666,019	469,641,190	661,857,024
Local Transportation Fund	139,067,166	144,925,861	153,204,807
Measure M Bond Debt Service	36	0	0
Measure M2 Bond Debt Service	24,190,144	28,793,138	28,790,838
Orange County Taxi Administration Program	818,968	690,163	744,832
Orange County Transit District	326,793,544	345,853,532	399,887,235
Orange County Unified Transportation Trust	3,069,810	646,699	1,016,755
Scholarship Fund	17,518	19,859	17,165
Service Authority for Abandoned Vehicles	2,291,566	802,735	10,000
Service Authority for Freeway Emergencies	5,466,034	8,331,917	6,996,157
State Route 91 Toll Road	34,789,094	38,214,711	39,435,524
State Transit Assistance Fund	22,315,798	21,817,867	22,086,947
Transit Development Capital Project	14,189	0	0
<b>Total Authority</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>



## Fund Budgets

### Internal Fund Level Summary - Expenses and Designations

Expenses / Designations			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
ARBA Trust Fund	1,022,176	1,123,375	912,350
Commuter and Urban Rail Endowment 1	34,685,920	43,167,673	44,022,518
Gas Tax Fund	23,447,226	23,000,004	0
General Fund	65,806,368	102,637,384	106,118,097
Internal Service Fund - Workers Compensation	6,304,897	5,842,153	6,663,624
Internal Service Fund- PL & PD	3,126,728	8,956,787	10,054,525
Local Transportation Authority Measure M1	129,158,102	111,641,116	66,702,972
Local Transportation Authority Measure M2	300,666,019	469,641,190	661,857,024
Local Transportation Fund	139,067,166	144,925,861	153,204,807
Measure M Bond Debt Service	36	0	0
Measure M2 Bond Debt Service	24,190,144	28,793,138	28,790,838
Orange County Taxi Administration Program	818,968	690,163	744,832
Orange County Transit District	326,793,544	345,853,532	399,887,235
Orange County Unified Transportation Trust	3,069,810	646,699	1,016,755
Scholarship Fund	17,518	19,859	17,165
Service Authority for Abandoned Vehicles	2,291,566	802,735	10,000
Service Authority for Freeway Emergencies	5,466,034	8,331,917	6,996,157
State Route 91 Toll Road	34,789,094	38,214,711	39,435,524
State Transit Assistance Fund	22,315,798	21,817,867	22,086,947
Transit Development Capital Project	14,189	0	0
<b>Total Authority</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

**External Revenues and Reserves by Fund\***

Source of Funds			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Administrative</u>			
ARBA Trust Fund	1,022,176	1,123,375	912,350
General Fund	10,292,870	26,741,909	25,449,901
Internal Service Fund - Workers Compensation	317,127	158,782	672,643
Internal Service Fund- PL & PD	2,577,896	693,717	501,295
Scholarship Fund	17,518	19,859	17,165
<b>Subtotal Administrative</b>	<b>\$ 14,227,587</b>	<b>\$ 28,737,642</b>	<b>\$ 27,553,354</b>
<u>Transit</u>			
Gas Tax Fund	23,447,226	23,000,004	0
Local Transportation Fund	139,067,166	144,925,861	153,204,807
Orange County Transit District	172,456,032	179,271,612	227,272,528
State Transit Assistance Fund	22,315,798	21,817,867	22,086,947
<b>Subtotal Transit</b>	<b>\$ 357,286,222</b>	<b>\$ 369,015,344</b>	<b>\$ 402,564,282</b>
<u>Measure M</u>			
Local Transportation Authority Measure M1	129,158,102	111,641,116	66,702,972
Local Transportation Authority Measure M2	297,862,787	469,641,190	661,857,024
Measure M Bond Debt Service	36	0	0
Measure M2 Bond Debt Service	6,967,383	7,087,572	6,513,993
<b>Subtotal Measure M</b>	<b>\$ 433,988,308</b>	<b>\$ 588,369,878</b>	<b>\$ 735,073,989</b>
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	34,685,920	43,167,673	41,592,402
<b>Subtotal Rail</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 41,592,402</b>
<u>91 Express Lanes</u>			
State Route 91 Toll Road	34,789,094	38,214,711	39,435,524
<b>Subtotal 91 Express Lanes</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
<u>Motorist &amp; Taxi Services</u>			
Orange County Taxi Administration Program	818,968	690,163	744,832
Service Authority for Abandoned Vehicles	2,291,566	802,735	10,000
Service Authority for Freeway Emergencies	5,466,034	5,136,928	5,731,699
<b>Subtotal Motorist &amp; Taxi Services</b>	<b>\$ 8,576,568</b>	<b>\$ 6,629,826</b>	<b>\$ 6,486,531</b>
<u>Capital Project</u>			
Orange County Unified Transportation Trust	2,432,812	646,699	1,016,755
Transit Development Capital Project	14,189	0	0
<b>Subtotal Capital Project</b>	<b>\$ 2,447,001</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>
<b>Total Authority</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

## Fund Budgets

### External Expenses and Designations by Fund\*

Use of Funds			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Administrative</u>			
ARBA Trust Fund	1,022,176	1,123,375	912,350
General Fund	64,561,559	102,208,334	105,474,034
Internal Service Fund - Workers Compensation	6,248,902	5,747,924	6,597,988
Internal Service Fund- PL & PD	3,044,970	8,850,214	9,958,691
Orange County Transit District	2,337	75,000	75,000
Scholarship Fund	17,518	19,859	17,165
<b>Subtotal Administrative</b>	<b>\$ 74,897,462</b>	<b>\$ 118,024,706</b>	<b>\$ 123,035,228</b>
<u>Transit</u>			
Gas Tax Fund	23,447,226	23,000,004	0
Local Transportation Fund	8,652,868	2,929,742	4,652,930
Orange County Transit District	290,693,578	282,831,256	332,361,334
State Transit Assistance Fund	3,607	0	0
<b>Subtotal Transit</b>	<b>\$ 322,797,279</b>	<b>\$ 308,761,002</b>	<b>\$ 337,014,264</b>
<u>Measure M</u>			
Local Transportation Authority Measure M1	124,833,927	101,838,802	62,059,226
Local Transportation Authority Measure M2	269,407,954	434,211,617	621,925,516
Measure M2 Bond Debt Service	24,190,144	28,793,138	28,790,838
<b>Subtotal Measure M</b>	<b>\$ 418,432,025</b>	<b>\$ 564,843,557</b>	<b>\$ 712,775,580</b>
<u>Rail</u>			
Commuter and Urban Rail Endowment 1	26,738,097	37,802,202	36,424,382
<b>Subtotal Rail</b>	<b>\$ 26,738,097</b>	<b>\$ 37,802,202</b>	<b>\$ 36,424,382</b>
<u>91 Express Lanes</u>			
State Route 91 Toll Road	32,839,055	36,025,708	37,268,978
<b>Subtotal 91 Express Lanes</b>	<b>\$ 32,839,055</b>	<b>\$ 36,025,708</b>	<b>\$ 37,268,978</b>
<u>Motorist &amp; Taxi Services</u>			
Orange County Taxi Administration Program	677,511	534,294	579,968
Service Authority for Abandoned Vehicles	2,293,190	802,735	10,000
Service Authority for Freeway Emergencies	4,955,463	7,790,870	6,397,682
<b>Subtotal Motorist &amp; Taxi Services</b>	<b>\$ 7,926,164</b>	<b>\$ 9,127,899</b>	<b>\$ 6,987,650</b>
<u>Capital Project</u>			
Orange County Unified Transportation Trust	2,370,618	196,699	216,755
<b>Subtotal Capital Project</b>	<b>\$ 2,370,618</b>	<b>\$ 196,699</b>	<b>\$ 216,755</b>
<b>Total Authority</b>	<b>\$ 886,000,700</b>	<b>\$ 1,074,781,773</b>	<b>\$ 1,253,722,837</b>

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

**Internal Fund Level Revenues and Reserves Summary\***

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>ARBA Trust Fund</u>			
Operating Revenue	0	0	0
Local Assistance	1,022,176	1,123,375	912,350
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
<u>Commuter and Urban Rail Endowment 1</u>			
Operating Revenue	0	0	1,200,000
Local Assistance	3,130,309	3,023,135	3,159,199
State Assistance	0	2,000,000	983,000
Federal Assistance	1,098,393	5,210,000	2,200,000
Other	0	0	2,430,116
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 4,228,702</b>	<b>\$ 10,233,135</b>	<b>\$ 9,972,315</b>
Use of Reserves	30,457,218	32,934,538	34,050,203
<b>Total Revenues / Reserves</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>
<u>Gas Tax Fund</u>			
Operating Revenue	0	0	0
Local Assistance	0	0	0
State Assistance	23,447,226	23,000,004	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>

\*Other consists of Charges for Services, Management Fee and Operating Transfers In

*Continued next page...*

## Fund Budgets

### Internal Fund Level Revenues and Reserves Summary\*

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>General Fund</u>			
Operating Revenue	422,978	0	0
Local Assistance	1,099,825	326,787	799,118
State Assistance	1,790,411	10,869,057	4,986,895
Federal Assistance	6,975,639	15,441,326	19,659,163
Other	55,517,515	76,000,214	80,672,921
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>
<u>Internal Service Fund - Workers Compensation</u>			
Operating Revenue	0	0	0
Local Assistance	317,127	158,782	672,643
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	5,987,770	5,683,371	5,990,981
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
<u>Internal Service Fund- PL &amp; PD</u>			
Operating Revenue	0	0	0
Local Assistance	483,773	693,717	501,295
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	548,832	8,263,070	9,553,230
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,032,605</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
Use of Reserves	2,094,123	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
<u>Local Transportation Authority Measure M1</u>			
Operating Revenue	0	3,129,536	0
Local Assistance	17,234,389	11,293,800	12,401,922
State Assistance	66,265,601	16,000,000	0
Federal Assistance	15,835,059	7,890,200	875,000
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 99,335,049</b>	<b>\$ 38,313,536</b>	<b>\$ 13,276,922</b>
Use of Reserves	29,823,053	73,327,580	53,426,050
<b>Total Revenues / Reserves</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>
<u>Local Transportation Authority Measure M2</u>			
Operating Revenue	8,400,616	37,144,033	26,178,333
Local Assistance	259,539,982	276,015,973	289,829,120
State Assistance	16,284,058	24,949,084	76,752,525
Federal Assistance	13,638,131	35,501,520	85,642,575
Other	2,803,232	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 300,666,019</b>	<b>\$ 373,610,610</b>	<b>\$ 478,402,553</b>
Use of Reserves	0	96,030,580	183,454,471
<b>Total Revenues / Reserves</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

\*Other consists of Charges for Services, Management Fee and Operating Transfers In

*Continued next page...*

**Internal Fund Level Revenues and Reserves Summary\***

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Local Transportation Fund</u>			
Operating Revenue	0	0	0
Local Assistance	788,719	46,272	33,596
State Assistance	138,278,447	144,213,724	152,819,211
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 139,067,166</b>	<b>\$ 144,259,996</b>	<b>\$ 152,852,807</b>
Use of Reserves	0	665,865	352,000
<b>Total Revenues / Reserves</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>
<u>Measure M Bond Debt Service</u>			
Operating Revenue	0	0	0
Local Assistance	0	0	0
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
Use of Reserves	36	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Measure M2 Bond Debt Service</u>			
Operating Revenue	0	0	0
Local Assistance	6,967,383	7,087,572	6,513,993
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	17,222,761	21,705,566	22,276,845
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
<u>Orange County Transit District</u>			
Operating Revenue	52,364,687	55,993,145	61,117,441
Local Assistance	44,384,502	42,655,108	21,204,388
State Assistance	4,929,009	5,253,574	9,597,977
Federal Assistance	70,292,805	75,304,997	108,325,016
Other	154,356,141	166,646,708	172,614,707
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 326,327,144</b>	<b>\$ 345,853,532</b>	<b>\$ 372,859,529</b>
Use of Reserves	466,400	0	27,027,706
<b>Total Revenues / Reserves</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>
<u>Orange County Unified Transportation Trust</u>			
Operating Revenue	0	0	0
Local Assistance	457,891	196,699	216,755
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	636,998	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,094,889</b>	<b>\$ 196,699</b>	<b>\$ 216,755</b>
Use of Reserves	1,974,921	450,000	800,000
<b>Total Revenues / Reserves</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

\*Other consists of Charges for Services, Management Fee and Operating Transfers In

Continued next page...

## Fund Budgets

### Internal Fund Level Revenues and Reserves Summary\*

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Orange County Taxi Administration Program</u>			
Operating Revenue	0	0	0
Local Assistance	752,698	688,739	744,832
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	1,424	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 752,698</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>
Use of Reserves	66,270	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>
<u>Scholarship Fund</u>			
Operating Revenue	0	0	0
Local Assistance	17,326	19,859	17,165
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 17,326</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
Use of Reserves	192	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
<u>State Route 91 Toll Road</u>			
Operating Revenue	26,323,251	26,077,282	26,780,501
Local Assistance	-3,024,513	1,134,489	1,236,202
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	11,490,356	11,002,940	11,418,821
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
<u>State Transit Assistance Fund</u>			
Operating Revenue	0	0	0
Local Assistance	3,607	0	0
State Assistance	22,312,191	21,817,867	22,086,947
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
Use of Reserves	0	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>

\*Other consists of Charges for Services, Management Fee and Operating Transfers In

Continued next page...

**Internal Fund Level Revenues and Reserves Summary\***

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Service Authority for Abandoned Vehicles</u>			
Operating Revenue	0	0	0
Local Assistance	-3,384	86,725	10,000
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ -3,384</b>	<b>\$ 86,725</b>	<b>\$ 10,000</b>
Use of Reserves	2,294,950	716,010	0
<b>Total Revenues / Reserves</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>
<u>Service Authority for Freeway Emergencies</u>			
Operating Revenue	0	0	0
Local Assistance	5,432,937	5,136,928	5,217,508
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	3,194,989	1,264,458
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 5,432,937</b>	<b>\$ 8,331,917</b>	<b>\$ 6,481,966</b>
Use of Reserves	33,097	0	514,191
<b>Total Revenues / Reserves</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>
<u>Transit Development Capital Project</u>			
Operating Revenue	0	0	0
Local Assistance	0	0	0
State Assistance	0	0	0
Federal Assistance	0	0	0
Other	0	0	0
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
Use of Reserves	14,189	0	0
<b>Total Revenues / Reserves</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Total Authority</u>			
Operating Revenue	87,511,532	122,343,996	115,276,275
Local Assistance	338,604,747	349,687,960	343,470,086
State Assistance	273,306,943	248,103,310	267,226,555
Federal Assistance	107,840,027	139,348,043	216,701,754
Other	248,563,605	292,498,282	306,222,079
Bond Proceeds	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,055,826,854</b>	<b>\$ 1,151,981,591</b>	<b>\$ 1,248,896,749</b>
Use of Reserves	67,224,449	204,124,573	299,624,621
<b>Total Revenues / Reserves</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

\*Other consists of Charges for Services, Management Fee and Operating Transfers In



## Fund Budgets

### Internal Fund Level Expenses and Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>ARBA Trust Fund</u>			
Salaries and Benefits	0	0	0
Services and Supplies	777,962	0	0
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 777,962</b>	<b>\$ 0</b>	<b>\$ 0</b>
Designations	244,214	1,123,375	912,350
<b>Total Expenses / Designations</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
<u>Commuter and Urban Rail Endowment 1</u>			
Salaries and Benefits	0	0	0
Services and Supplies	34,685,920	40,767,673	39,487,518
Capital Expenditure	0	2,400,000	4,535,000
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>
<u>Gas Tax Fund</u>			
Salaries and Benefits	0	0	0
Services and Supplies	23,000,004	23,000,004	0
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 23,000,004</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
Designations	447,222	0	0
<b>Total Expenses / Designations</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>

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**Internal Fund Level Expenses and Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>General Fund</u>			
Salaries and Benefits	37,196,237	40,242,092	43,063,840
Services and Supplies	25,116,094	44,855,526	49,739,157
Capital Expenditure	648,222	17,535,850	13,315,100
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 62,960,553</b>	<b>\$ 102,633,468</b>	<b>\$ 106,118,097</b>
Designations	2,845,815	3,916	0
<b>Total Expenses / Designations</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>
<u>Internal Service Fund - Workers Compensation</u>			
Salaries and Benefits	0	0	0
Services and Supplies	4,282,858	5,842,153	6,663,624
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 4,282,858</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
Designations	2,022,039	0	0
<b>Total Expenses / Designations</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
<u>Internal Service Fund- PL &amp; PD</u>			
Salaries and Benefits	0	0	0
Services and Supplies	3,126,728	8,956,787	10,054,525
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
<u>Local Transportation Authority Measure M1</u>			
Salaries and Benefits	0	0	0
Services and Supplies	118,784,532	97,325,116	50,579,292
Capital Expenditure	10,373,570	14,316,000	16,123,680
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>
<u>Local Transportation Authority Measure M2</u>			
Salaries and Benefits	0	0	0
Services and Supplies	136,139,557	270,800,335	478,857,024
Capital Expenditure	109,227,861	136,715,000	183,000,000
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 245,367,418</b>	<b>\$ 407,515,335</b>	<b>\$ 661,857,024</b>
Designations	55,298,601	62,125,855	0
<b>Total Expenses / Designations</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

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## Fund Budgets

### Internal Fund Level Expenses and Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Local Transportation Fund</u>			
Salaries and Benefits	0	0	0
Services and Supplies	135,475,748	144,925,861	153,204,807
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 135,475,748</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>
Designations	3,591,418	0	0
<b>Total Expenses / Designations</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>
<u>Measure M Bond Debt Service</u>			
Salaries and Benefits	0	0	0
Services and Supplies	36	0	0
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Measure M2 Bond Debt Service</u>			
Salaries and Benefits	0	0	0
Services and Supplies	22,383,138	28,793,138	28,790,838
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 22,383,138</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
Designations	1,807,006	0	0
<b>Total Expenses / Designations</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
<u>Orange County Transit District</u>			
Salaries and Benefits	115,695,504	113,029,914	117,584,565
Services and Supplies	133,267,665	177,865,805	190,892,778
Capital Expenditure	3,012,894	15,383,574	60,689,629
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 251,976,063</b>	<b>\$ 306,279,293</b>	<b>\$ 369,166,972</b>
Designations	74,817,481	39,574,239	30,720,263
<b>Total Expenses / Designations</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>
<u>Orange County Unified Transportation Trust</u>			
Salaries and Benefits	0	0	0
Services and Supplies	722,178	456,220	806,253
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 722,178</b>	<b>\$ 456,220</b>	<b>\$ 806,253</b>
Designations	2,347,632	190,479	210,502
<b>Total Expenses / Designations</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

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**Internal Fund Level Expenses and Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Orange County Taxi Administration Program</u>			
Salaries and Benefits	346,308	367,227	400,487
Services and Supplies	243,005	315,439	306,879
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 589,313</b>	<b>\$ 682,666</b>	<b>\$ 707,366</b>
Designations	229,655	7,497	37,466
<b>Total Expenses / Designations</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>
<u>Scholarship Fund</u>			
Salaries and Benefits	0	0	0
Services and Supplies	17,518	19,859	17,165
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
<u>State Route 91 Toll Road</u>			
Salaries and Benefits	0	0	0
Services and Supplies	19,309,151	23,529,752	25,139,052
Capital Expenditure	787,120	2,765,000	819,000
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 20,096,271</b>	<b>\$ 26,294,752</b>	<b>\$ 25,958,052</b>
Designations	14,692,823	11,919,959	13,477,472
<b>Total Expenses / Designations</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
<u>State Transit Assistance Fund</u>			
Salaries and Benefits	0	0	0
Services and Supplies	22,312,936	21,817,867	22,086,947
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 22,312,936</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
Designations	2,862	0	0
<b>Total Expenses / Designations</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>

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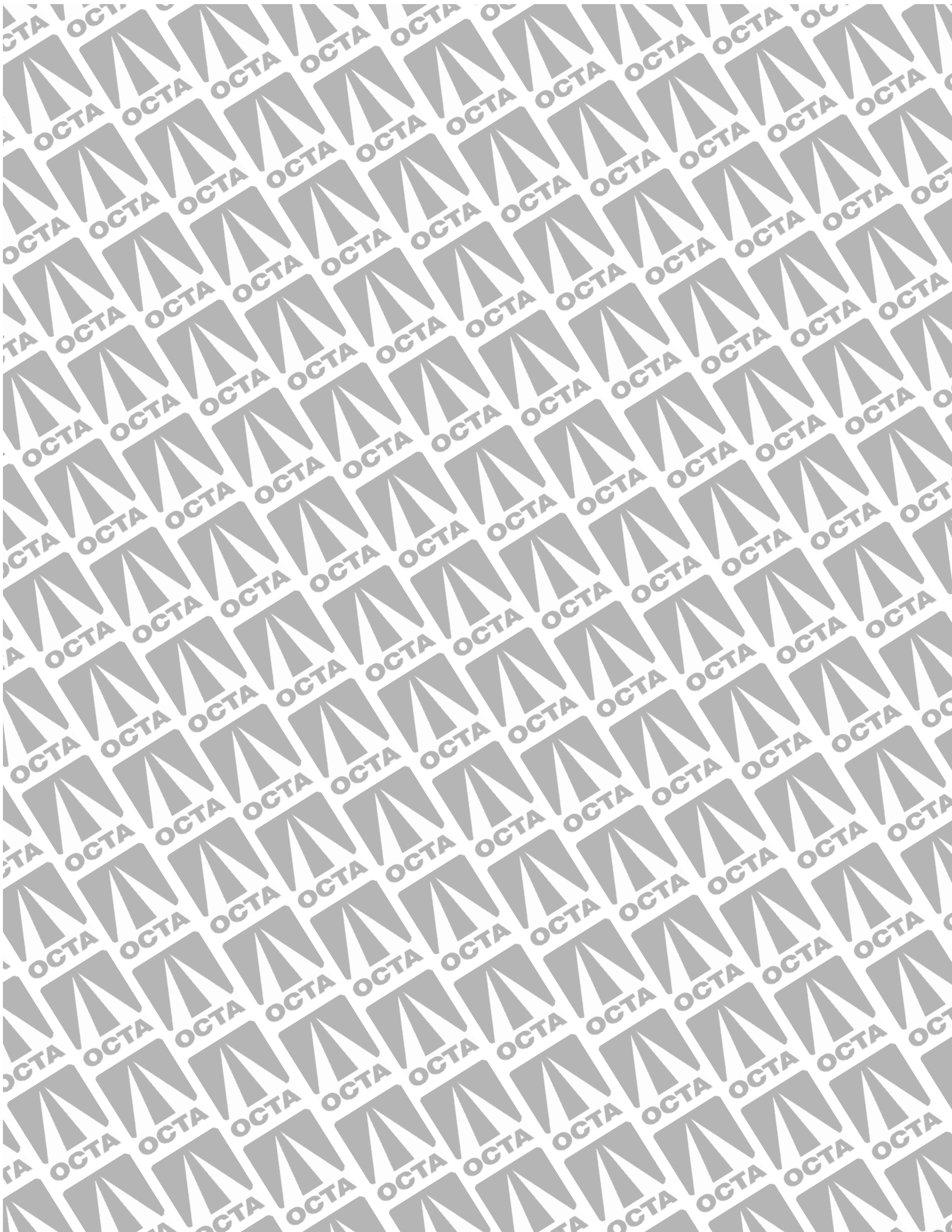
## Fund Budgets

### Internal Fund Level Expenses and Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Service Authority for Abandoned Vehicles</u>			
Salaries and Benefits	0	0	0
Services and Supplies	2,291,566	802,735	5,571
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 5,571</b>
Designations	0	0	4,429
<b>Total Expenses / Designations</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>
<u>Service Authority for Freeway Emergencies</u>			
Salaries and Benefits	0	0	0
Services and Supplies	5,466,034	6,934,495	6,996,157
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 5,466,034</b>	<b>\$ 6,934,495</b>	<b>\$ 6,996,157</b>
Designations	0	1,397,422	0
<b>Total Expenses / Designations</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>
<u>Transit Development Capital Project</u>			
Salaries and Benefits	0	0	0
Services and Supplies	14,189	0	0
Capital Expenditure	0	0	0
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
Designations	0	0	0
<b>Total Expenses / Designations</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Total Authority</u>			
Salaries and Benefits	153,238,049	153,639,233	161,048,892
Services and Supplies	687,416,819	897,008,765	1,063,627,587
Capital Expenditure	124,049,667	189,115,424	278,482,409
Amortization	0	0	0
<b>Subtotal Expenses</b>	<b>\$ 964,704,535</b>	<b>\$ 1,239,763,422</b>	<b>\$ 1,503,158,888</b>
Designations	158,346,768	116,342,742	45,362,482
<b>Total Expenses / Designations</b>	<b>\$ 1,123,051,303</b>	<b>\$ 1,356,106,164</b>	<b>\$ 1,548,521,370</b>

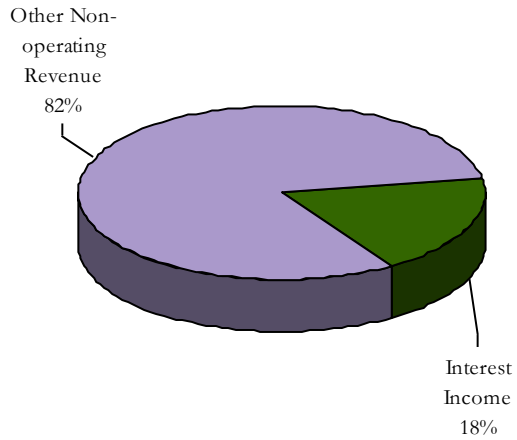
# Administrative Fund Groups





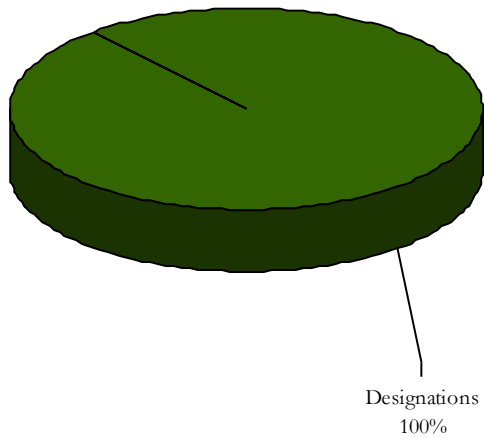
**ARBA Trust Fund**

**Sources ~ FY 2013-14**



Sources	Amount
Interest Income	168,773
Other Non-operating Revenue	743,577
<b>Total Sources</b>	<b>\$ 912,350</b>

**Uses ~ FY 2013-14**



Uses	Amount
Designations	912,350
<b>Total Uses</b>	<b>\$ 912,350</b>



## Administrative Fund Group

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

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

Agreement). The ARBA benefit was originally funded through excess earnings of the retirement system and held as part of the unallocated fund balance. As the unallocated fund balance was reduced due to benefit payments and market performance, participating agencies began contributing 0.5 percent. Based on a biennial actuarial study, OCTA increased their contribution over time to 1.0 percent of payroll. The most recent actuarial study recommended 0.9 percent of payroll be set aside in the FY 2013-14 budget to fund the benefit.

### ARBA Trust Fund Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	178,478	132,245	168,773
6300 Other Non-operating Revenue	843,698	991,130	743,577
<b>Subtotal Revenues</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
Use of Reserves	0	0	0
<b>Total Sources</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	0	0	0
7800 Contributions to Other Agencies	777,962	0	0
<b>Subtotal Expenses</b>	<b>\$ 777,962</b>	<b>\$ 0</b>	<b>\$ 0</b>
Designations	244,214	1,123,375	912,350
<b>Total Uses</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>

**ARBA Trust Fund - Revenues and Reserves**

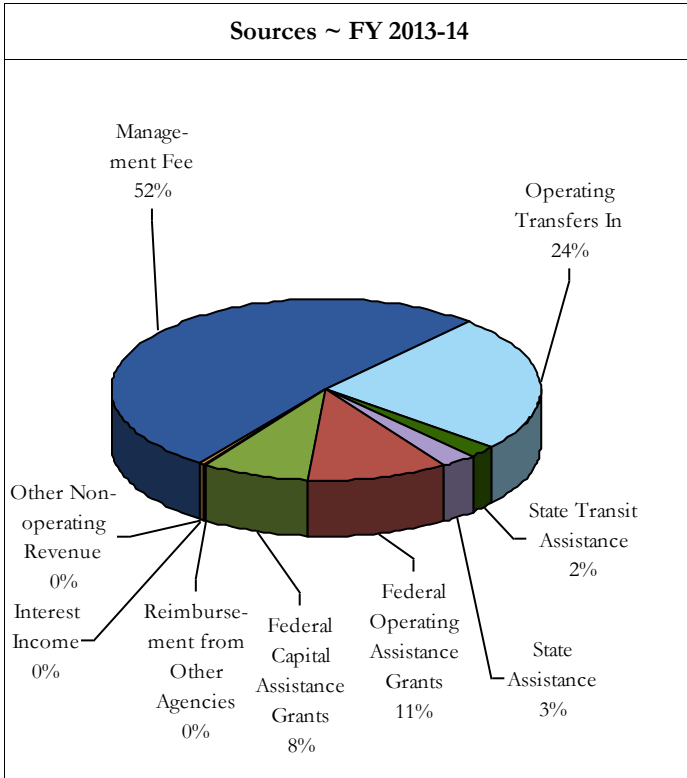
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	178,478	132,245	168,773
6370 Miscellaneous	843,698	991,130	743,577
<b>Subtotal Revenues</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
<b>Total Uses</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>

**ARBA Trust Fund - Expenses & Designations**

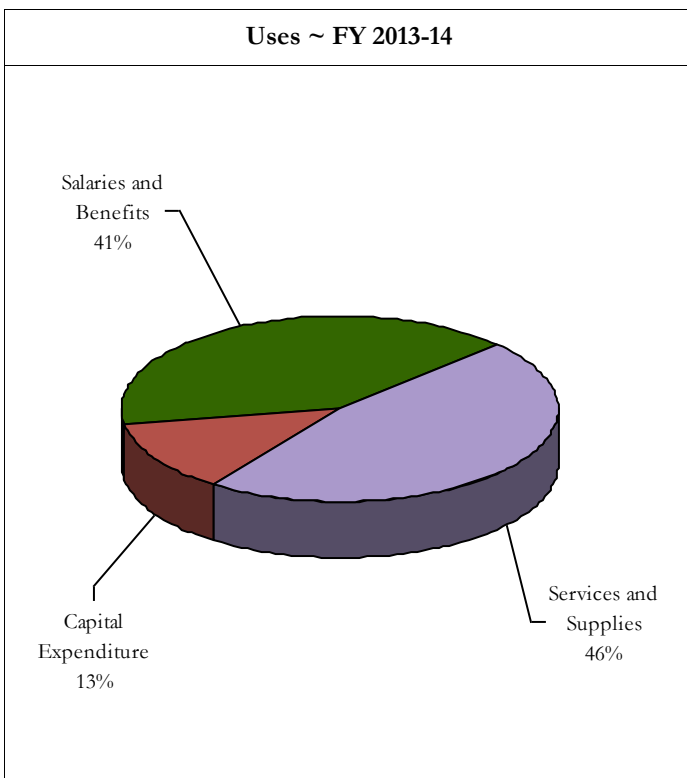
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7670 Miscellaneous Expense	777,962	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 777,962</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Designation of Funds</u>			
ARBA Contributions	244,214	1,123,375	912,350
<b>Subtotal Designation of Funds</b>	<b>\$ 244,214</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>
<b>Total Uses</b>	<b>\$ 1,022,176</b>	<b>\$ 1,123,375</b>	<b>\$ 912,350</b>

# Administrative Fund Group

## General Fund



Sources	Amount
State Transit Assistance	1,986,895
State Assistance	3,000,000
Federal Operating Assistance Grants	11,217,913
Federal Capital Assistance Grants	8,441,250
Reimbursement from Other Agencies	340,000
Interest Income	83,317
Other Non-operating Revenue	380,526
Management Fee	54,695,206
Operating Transfers In	25,972,990
<b>Total Sources</b>	<b>\$ 106,118,097</b>



Uses	Amount
Salaries and Benefits	\$ 43,063,840
Services and Supplies	49,739,157
Capital Expenditure	13,315,100
<b>Total Uses</b>	<b>\$ 106,118,097</b>

**General Fund - Narrative**

The OCTA General Fund provides the administrative functions for OCTA, including management direction, financial and accounting services, treasury management, design and implementation of the Orange County transportation system, personnel management, and communications with various OCTA constituencies. The following divisions contribute to the successful completion of these responsibilities:

The Chief Executive Officer (CEO), who resides in the **Executive Office Division**, is responsible for providing management direction to all other divisions and programs within OCTA and implementing the policy directives as articulated by the Board of Directors. The CEO serves at the discretion of the Board of Directors. The CEO and Deputy Chief Executive Officer's primary responsibilities include development and refinement of the organizational structure of OCTA, establishing and executing strategic plans, and fostering an environment conducive to employee development.

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

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

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

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

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

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

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

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

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

### General Fund - Narrative (continued)

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

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

**General Fund Sources & Uses**

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
5300 Charges for Services	0	99,673	0
6010 State Transit Assistance	1,521,727	2,519,057	1,986,895
6020 State Assistance	268,684	8,350,000	3,000,000
6030 Federal Operating Assistance Grants	6,975,639	5,351,326	11,217,913
6040 Federal Capital Assistance Grants	425,972	10,090,000	8,441,250
6050 Reimbursement from Other Agencies	636,998	25,000	340,000
6100 Property Taxes	4,698	0	0
6200 Interest Income	24,435	49,814	83,317
6300 Other Non-operating Revenue	434,717	257,039	380,526
6400 Management Fee	46,520,554	56,927,973	54,695,206
6500 Operating Transfers In	8,992,944	18,967,502	25,972,990
6550 Proceeds Sale of Capital Asset	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>
<b>Total Sources</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7100 Wages, Salaries and Benefits	37,196,237	40,242,092	43,063,840
7500 Professional Services	8,864,542	14,386,844	15,292,074
7540 Insurance Claims/Premiums	282	0	0
7600 General and Administrative	6,935,233	8,196,507	8,153,981
7700 Maintenance Parts and Fuel	4,949	7,500	7,500
7800 Contributions to Other Agencies	8,674,090	22,264,675	26,285,602
8200 Operating Transfers Out	636,998	0	0
8240 Transfers to Outside Agencies	648,222	17,535,850	13,315,100
<b>Subtotal Expenses</b>	<b>\$ 62,960,553</b>	<b>\$ 102,633,468</b>	<b>\$ 106,118,097</b>
Designations	2,845,815	3,916	0
<b>Total Uses</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>

## Administrative Fund Group

### General Fund - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5260 Miscellaneous Transit Revenue	-2,994	0	0
5310 Operating Revenue-Charges for Service	0	99,673	0
6020 State Assistance	268,684	8,350,000	3,000,000
6020 State Assistance	1,521,727	2,519,057	1,986,895
6030 Federal Operating Assistance Grants	6,975,639	5,351,326	11,217,913
6040 Federal Capital Assistance Grants	425,972	10,090,000	8,441,250
6050 Other Financial Assistance	636,998	25,000	340,000
6100 Taxes	4,698	0	0
6200 Interest Income	24,435	49,814	83,317
6330 Fees and Fines	151,783	126,640	133,396
6370 Miscellaneous	285,928	130,399	247,130
6410 Charges for Services	46,520,554	56,927,973	54,695,206
6510 Operating Transfers In	8,992,944	18,967,502	25,972,990
<b>Subtotal Revenues</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>
<b>Total Uses</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>

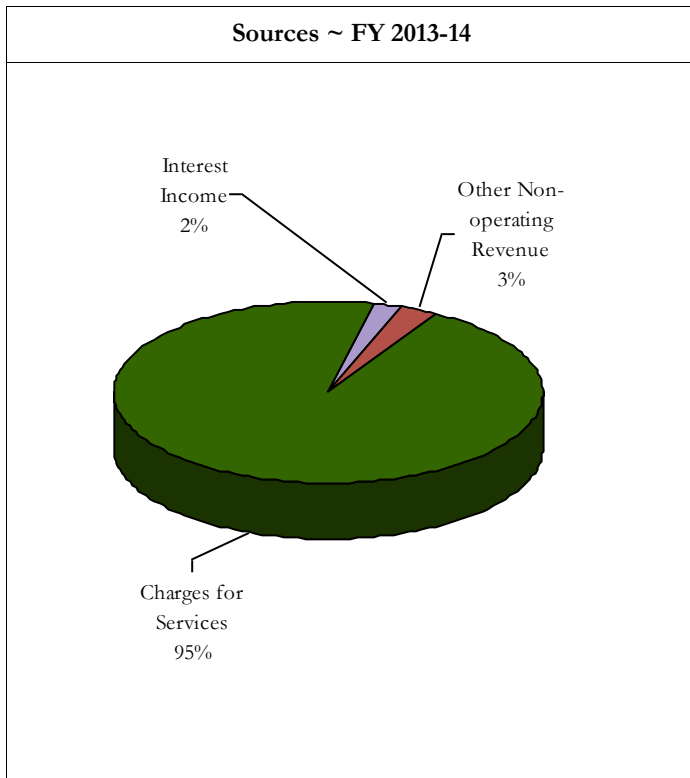
**General Fund - Expenses & Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	20,529,698	21,389,894	22,128,958
7150 Extra Help Employees	526,419	763,400	827,522
7209 Deferred Compensation	414,344	544,455	598,571
7210 Pensions	7,100,471	7,437,350	8,254,067
7220 Insurances	663,310	702,305	740,367
7240 Health Care	3,478,689	4,331,501	4,159,695
7260 Compensated Absences	2,475,040	2,757,458	4,010,147
7270 Workers Compensation	607,811	429,050	644,063
7280 Other Benefits	1,400,455	1,886,679	1,700,450
<b>Subtotal Salaries and Benefits</b>	<b>\$ 37,196,237</b>	<b>\$ 40,242,092</b>	<b>\$ 43,063,840</b>
<u>Services and Supplies</u>			
7510 Professional Services	5,600,906	10,685,151	11,422,634
7540 Insurance Claims Expense	282	0	0
7610 Outside Services	3,187,001	3,577,293	3,770,440
7630 Advertising Fees	76,635	124,400	99,000
7640 Utilities	775,814	839,700	1,111,800
7650 Travel, Training, and Mileage	366,748	514,011	513,651
7660 Office Expense	1,084,154	1,940,443	1,378,564
7670 Miscellaneous Expense	384,516	506,193	518,723
7670 Miscellaneous Expense	68,443	87,964	95,119
7690 Leases	4,288,084	4,350,200	4,583,843
7750 Maintenance Expense	4,949	7,500	7,500
7790 Other Materials and Supplies	35,917	45,960	47,400
7830 Contributions to Other Agencies	8,605,647	22,176,711	26,190,483
8210 Operating Transfers Out	636,998	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 25,116,094</b>	<b>\$ 44,855,526</b>	<b>\$ 49,739,157</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	578,762	935,850	702,600
9080 Construction in Progress	69,460	16,600,000	12,612,500
<b>Subtotal Capital Expenditure</b>	<b>\$ 648,222</b>	<b>\$ 17,535,850</b>	<b>\$ 13,315,100</b>
<u>Designation of Funds</u>			
GF Designation	2,845,815	3,916	0
<b>Subtotal Designation of Funds</b>	<b>\$ 2,845,815</b>	<b>\$ 3,916</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 65,806,368</b>	<b>\$ 102,637,384</b>	<b>\$ 106,118,097</b>

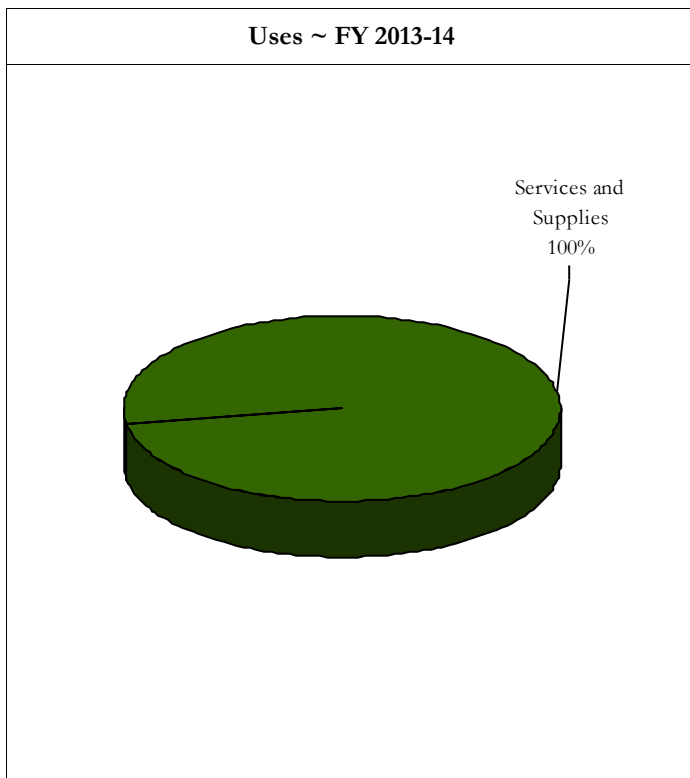


# Administrative Fund Group

## Internal Service Fund- PL & PD



Sources	Amount
Charges for Services	9,553,230
Interest Income	226,295
Other Non-operating Revenue	275,000
<b>Total Sources</b>	<b>\$ 10,054,525</b>



Uses	Amount
Services and Supplies	10,054,525
<b>Total Uses</b>	<b>\$ 10,054,525</b>

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

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

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

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

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
5300 Charges for Services	548,832	8,263,070	9,553,230
6200 Interest Income	320,750	373,337	226,295
6300 Other Non-operating Revenue	163,023	320,380	275,000
<b>Subtotal Revenues</b>	<b>\$ 1,032,605</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
Use of Reserves	2,094,123	0	0
<b>Total Sources</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7400 Management Fee Expense	81,758	106,573	95,834
7500 Professional Services	1,760,750	1,912,720	1,582,530
7540 Insurance Claims/Premiums	1,264,617	6,936,090	8,375,026
7600 General and Administrative	0	1,404	1,135
7800 Contributions to Other Agencies	19,603	0	0
<b>Subtotal Expenses</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
<b>Total Uses</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>

## Administrative Fund Group

### Internal Service Fund- PL & PD - Revenues and Reserves

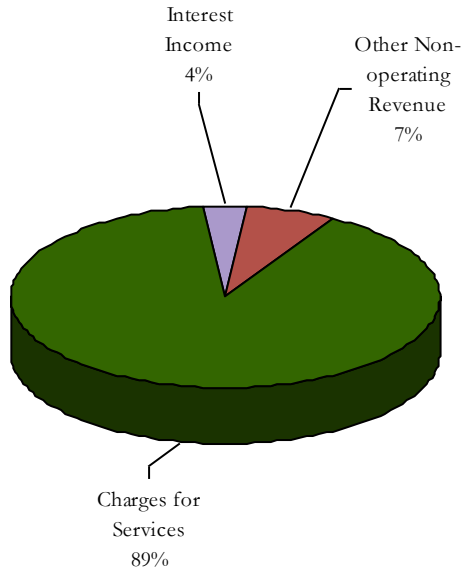
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5310 Operating Revenue-Charges for Service	548,832	8,263,070	9,553,230
6200 Interest Income	320,750	373,337	226,295
6350 Insurance Recoveries	163,023	320,380	275,000
<b>Subtotal Revenues</b>	<b>\$ 1,032,605</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
Personal Liability and Property Damage	2,094,123	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 2,094,123</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>

### Internal Service Fund- PL & PD - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	81,758	106,573	95,834
7510 Professional Services	1,628,351	1,523,970	1,521,530
7540 Insurance Claims Expense	1,264,617	6,936,090	8,375,026
7610 Outside Services	132,399	388,750	61,000
7660 Office Expense	0	1,404	1,135
7670 Miscellaneous Expense	19,603	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>
<b>Total Uses</b>	<b>\$ 3,126,728</b>	<b>\$ 8,956,787</b>	<b>\$ 10,054,525</b>

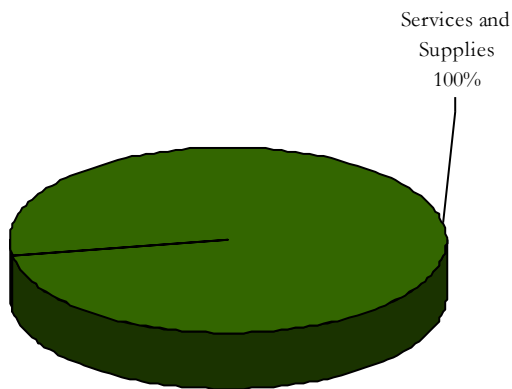
**Internal Service Fund - Workers Compensation**

**Sources ~ FY 2013-14**



Sources	Amount
Charges for Services	5,990,981
Interest Income	236,358
Other Non-operating Revenue	436,285
<b>Total Sources</b>	<b>\$ 6,663,624</b>

**Uses ~ FY 2013-14**



Uses	Amount
Services and Supplies	6,663,624
<b>Total Uses</b>	<b>\$ 6,663,624</b>

## Administrative Fund Group

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

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

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

### Internal Service Fund - Workers Compensation Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5300 Charges for Services	5,987,770	5,683,371	5,990,981
6200 Interest Income	174,025	146,808	236,358
6300 Other Non-operating Revenue	143,102	11,974	436,285
<b>Subtotal Revenues</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
<b>Total Sources</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	55,995	94,229	65,636
7500 Professional Services	17,671	12,549	433,771
7540 Insurance Claims/Premiums	3,970,276	5,608,140	6,033,300
7600 General and Administrative	0	735	917
7800 Contributions to Other Agencies	238,916	126,500	130,000
<b>Subtotal Expenses</b>	<b>\$ 4,282,858</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
Designations	2,022,039	0	0
<b>Total Uses</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>

**Internal Service Fund - Workers Compensation - Revenues and Reserves**

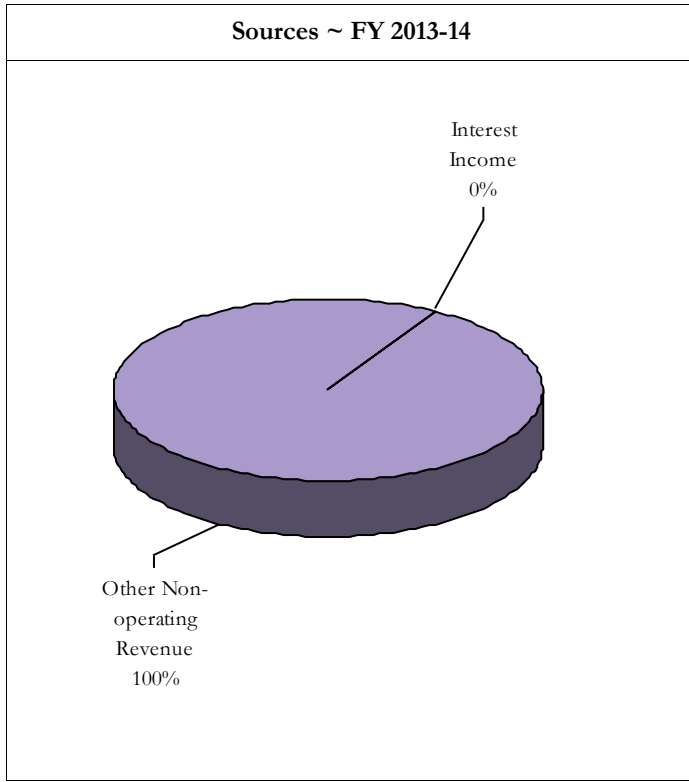
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5310 Operating Revenue-Charges for Service	5,987,770	5,683,371	5,990,981
6200 Interest Income	174,025	146,808	236,358
6350 Insurance Recoveries	143,102	11,974	436,285
<b>Subtotal Revenues</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
<b>Total Uses</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>

**Internal Service Fund - Workers Compensation - Expenses & Designations**

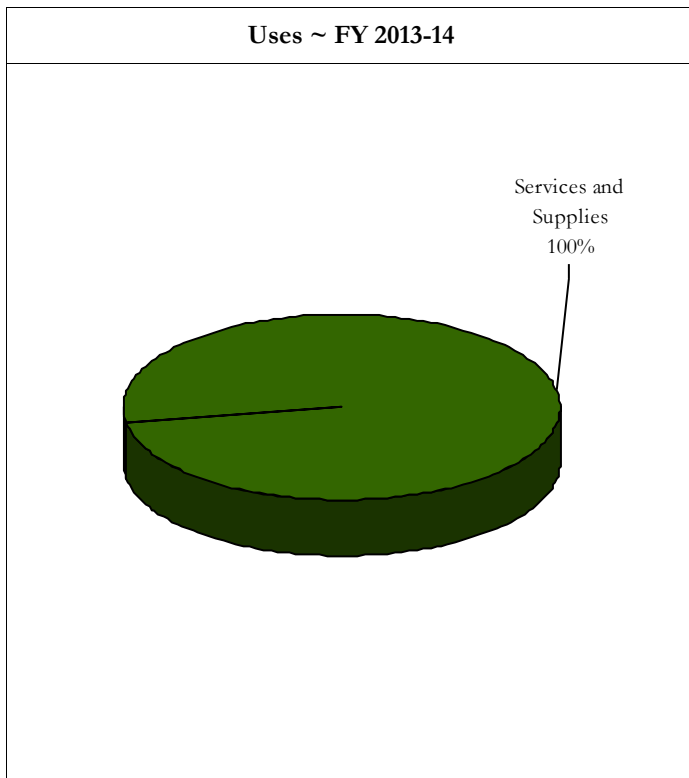
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	55,995	94,229	65,636
7510 Professional Services	17,671	12,549	433,771
7540 Insurance Claims Expense	3,970,276	5,608,140	6,033,300
7660 Office Expense	0	735	917
7670 Miscellaneous Expense	129,279	0	0
7820 Taxes	109,637	126,500	130,000
<b>Subtotal Services and Supplies</b>	<b>\$ 4,282,858</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>
<u>Designation of Funds</u>			
Workers' Compensation	2,022,039	0	0
<b>Subtotal Designation of Funds</b>	<b>\$ 2,022,039</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 6,304,897</b>	<b>\$ 5,842,153</b>	<b>\$ 6,663,624</b>

# Administrative Fund Group

## Scholarship Fund



Sources	Amount
Interest Income	19
Other Non-operating Revenue	17,146
<b>Total Sources</b>	<b>\$ 17,165</b>



Uses	Amount
Services and Supplies	17,165
<b>Total Uses</b>	<b>\$ 17,165</b>

**Scholarship Fund Narrative**

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

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

**Scholarship Fund Sources & Uses**

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
6200 Interest Income	79	158	19
6300 Other Non-operating Revenue	17,247	19,701	17,146
<b>Subtotal Revenues</b>	<b>\$ 17,326</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
Use of Reserves	192	0	0
<b>Total Sources</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7400 Management Fee Expense	0	0	0
7500 Professional Services	18	0	0
7800 Contributions to Other Agencies	17,500	19,859	17,165
<b>Subtotal Expenses</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
<b>Total Uses</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>



## Administrative Fund Group

### Scholarship Fund - Revenues and Reserves

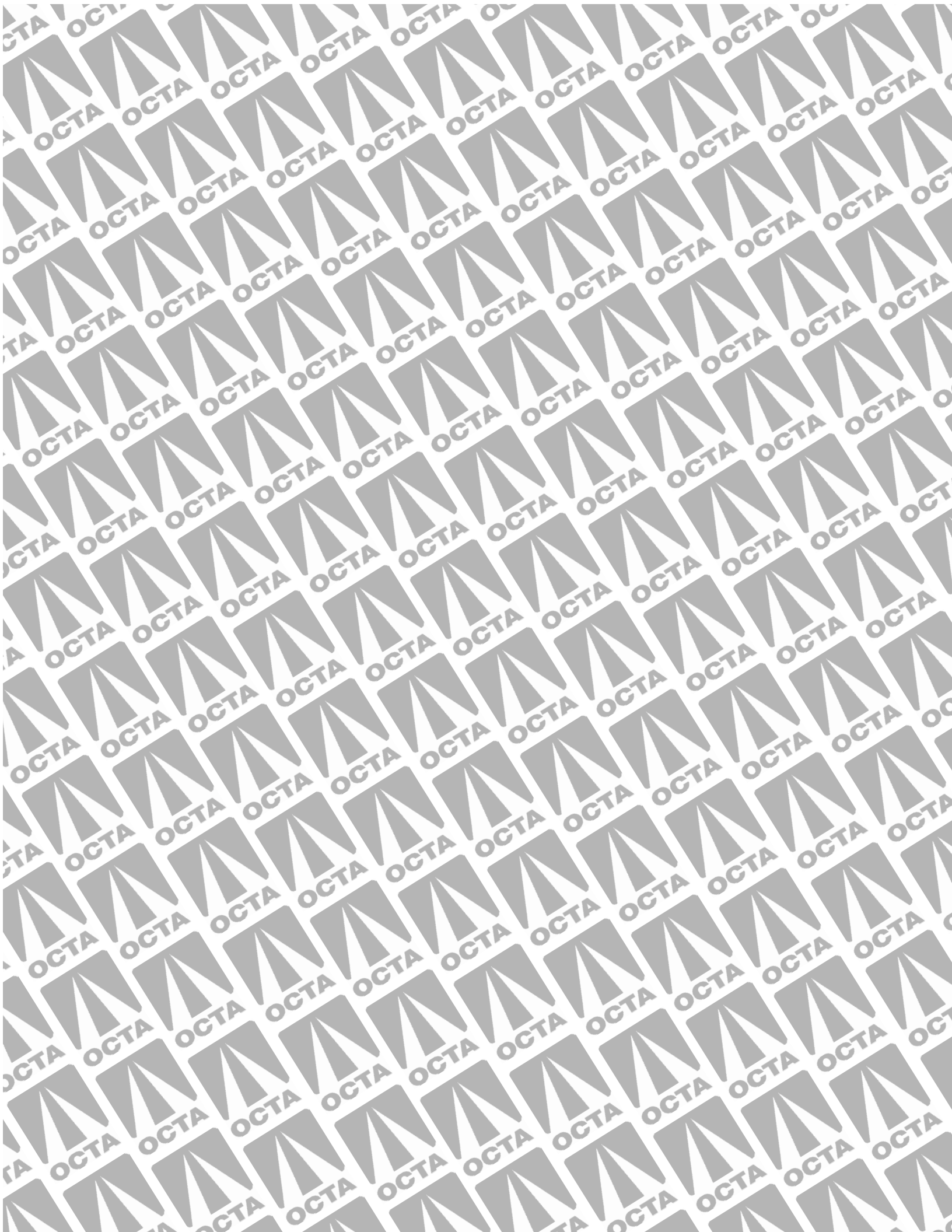
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	79	158	19
6370 Miscellaneous	17,247	19,701	17,146
<b>Subtotal Revenues</b>	<b>\$ 17,326</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
Scholarship Fund Reserves	192	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 192</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>

### Scholarship Fund - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7510 Professional Services	18	0	0
7670 Miscellaneous Expense	17,500	19,859	17,165
<b>Subtotal Services and Supplies</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>
<b>Total Uses</b>	<b>\$ 17,518</b>	<b>\$ 19,859</b>	<b>\$ 17,165</b>

# Transit Fund Group





**The Gas Tax Fund Narrative**

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

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

**Gas Tax Fund Sources & Uses**

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6101 Taxes	23,447,226	23,000,004	0
<b>Subtotal Revenues</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
<b>Total Sources</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	0	0	0
7800 Contributions to Other Agencies	23,000,004	23,000,004	0
<b>Subtotal Expenses</b>	<b>\$ 23,000,004</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
Designations	447,222	0	0
<b>Total Uses</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>

## Transit Fund Group

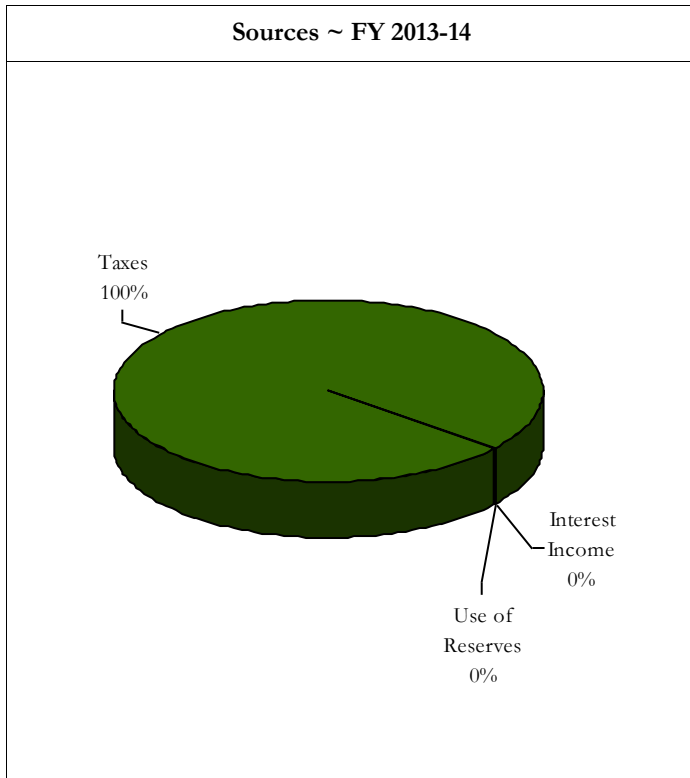
### Gas Tax Fund - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6100 Taxes	23,447,226	23,000,004	0
<b>Subtotal Revenues</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>

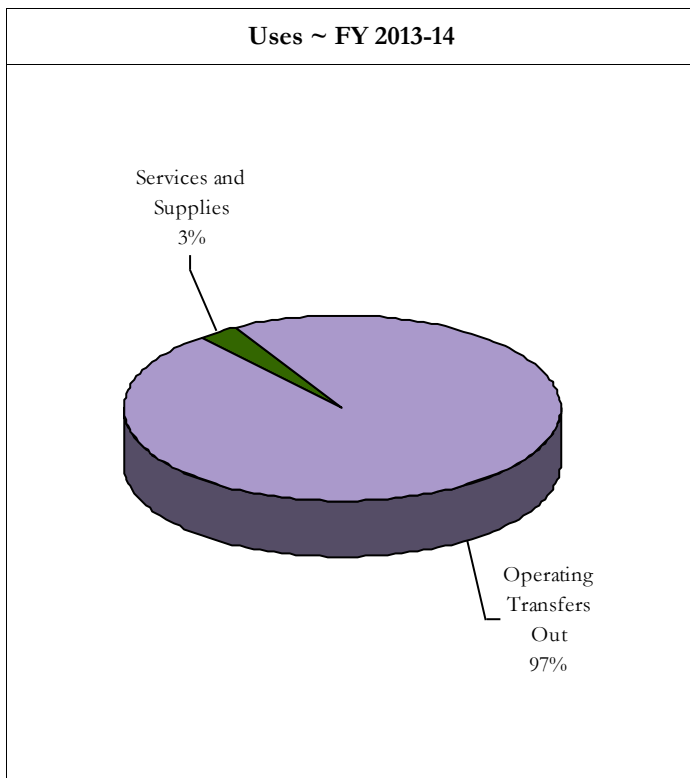
### Gas Tax Fund - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7830 Contributions to Other Agencies	23,000,004	23,000,004	0
<b>Subtotal Services and Supplies</b>	<b>\$ 23,000,004</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>
<u>Designation of Funds</u>			
Bristol Street Widening Project	447,222	0	0
<b>Subtotal Designation of Funds</b>	<b>\$ 447,222</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 23,447,226</b>	<b>\$ 23,000,004</b>	<b>\$ 0</b>

**Local Transportation Fund**



Sources	Amount
Taxes	152,819,211
Interest Income	33,596
Use of Reserves	352,000
<b>Total Sources</b>	<b>\$ 153,204,807</b>



Uses	Amount
Services and Supplies	4,652,930
Operating Transfers Out	148,551,877
<b>Total Uses</b>	<b>\$ 153,204,807</b>

### Local Transportation Fund (LTF) Narrative

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

Revenues received by OCTA are designated for the following purposes:

#### *LTF Article 3 - Administration*

These revenues are made available for administration of the TDA by a Transportation Planning Agency (TPA). Since OCTA is the TPA for Orange County, OCTA oversees the administration of this fund. In FY 2013-14, OCTA is claiming \$128,695 for this function. The Orange County Auditor-Controller is also claiming \$4,138 for services rendered.

#### *LTF Article 3 - Planning*

This funding is available for transportation planning and programming by the County Transportation Commission (CTC), as determined by TDA. OCTA is the designated CTC for Orange County and is claiming \$3,409,439 of TDA revenues for this function in FY 2013-14. An additional \$1,136,479 is being claimed by the Southern California Association of Governments (SCAG) for regional planning efforts.

#### *LTF Article 4 - Public Transportation Services*

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

OCTA oversees LTF funds allocated to Orange County. Eligible recipients are the OCTD and Laguna Beach Municipal Transit Lines. In FY 2013-14, OCTD is claiming \$138,086,656 for providing public transit services to Orange County residents. Laguna Beach is eligible to claim \$1,048,491 in FY 2013-14 to fund public transit services within the city.

#### *LTF Article 4.5 - Community Transit Services*

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

OCTA oversees this fund and eligible recipients are designated as Consolidated Transportation Service Agencies (CTSA). OCTA has designated OCTD as the sole CTSA in Orange County. In FY 2013-14, OCTD is claiming \$7,342,592 for providing community transit services. These funds are provided to OCTD for community transportation and local agencies in Orange County to assist in their senior transportation programs.

**Local Transportation Fund Sources & Uses**

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
6050 Reimbursement from Other Agencies	755,806	0	0
6101 Taxes	138,278,447	144,213,724	152,819,211
6200 Interest Income	32,913	46,272	33,596
<b>Subtotal Revenues</b>	<b>\$ 139,067,166</b>	<b>\$ 144,259,996</b>	<b>\$ 152,852,807</b>
Use of Reserves	0	665,865	352,000
<b>Total Sources</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7400 Management Fee Expense	0	0	0
7500 Professional Services	1,652,769	1,586,351	1,662,721
7800 Contributions to Other Agencies	3,408,681	1,343,391	2,990,209
8200 Operating Transfers Out	130,414,298	141,996,119	148,551,877
<b>Subtotal Expenses</b>	<b>\$ 135,475,748</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>
Designations	3,591,418	0	0
<b>Total Uses</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>

**Local Transportation Fund - Revenues and Reserves**

<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
6050 Other Financial Assistance	755,806	0	0
6100 Taxes	138,278,447	144,213,724	152,819,211
6200 Interest Income	32,913	46,272	33,596
<b>Subtotal Revenues</b>	<b>\$ 139,067,166</b>	<b>\$ 144,259,996</b>	<b>\$ 152,852,807</b>
Article 3 Bikeway & Pedestrian Facilities Program	0	665,865	352,000
<b>Subtotal Use of Reserves</b>	<b>\$ 0</b>	<b>\$ 665,865</b>	<b>\$ 352,000</b>
<b>Total Uses</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>

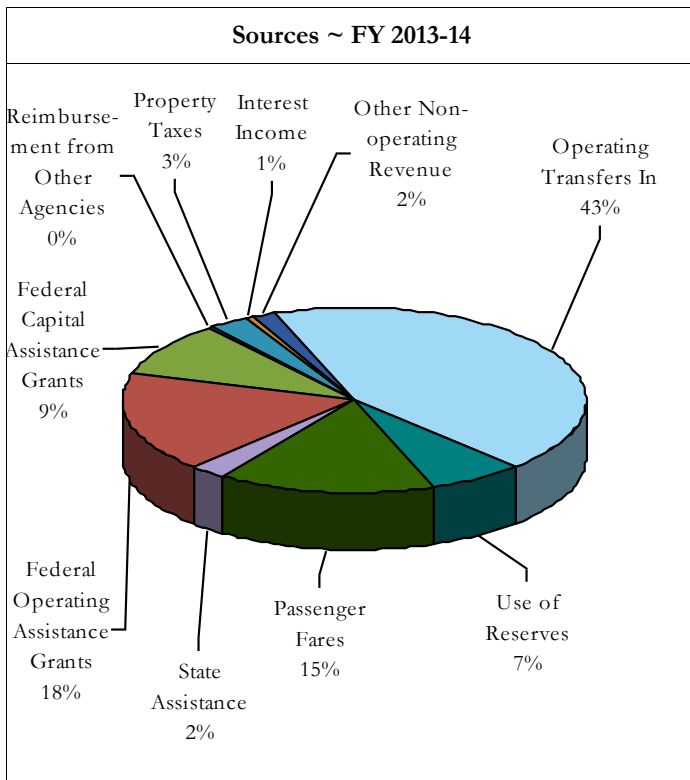
**Local Transportation Fund - Expenses & Designations**

<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,652,769	1,586,351	1,662,721
7670 Miscellaneous Expense	16,475	0	0
7830 Contributions to Other Agencies	3,392,206	1,343,391	2,990,209
8210 Operating Transfers Out	130,414,298	141,996,119	148,551,877
<b>Subtotal Services and Supplies</b>	<b>\$ 135,475,748</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>
<u>Designation of Funds</u>			
LTF	3,591,418	0	0
<b>Subtotal Designation of Funds</b>	<b>\$ 3,591,418</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 139,067,166</b>	<b>\$ 144,925,861</b>	<b>\$ 153,204,807</b>

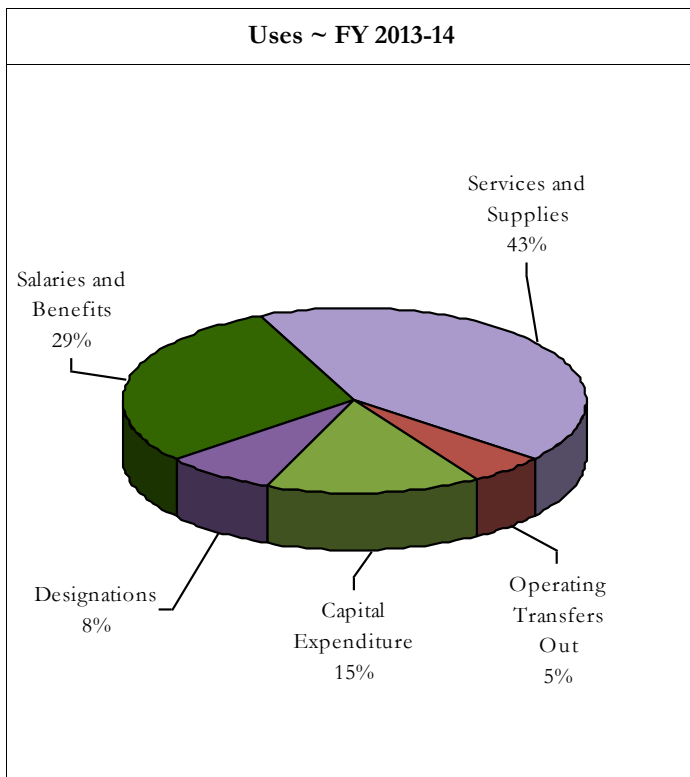


# Transit Fund Group

## Orange County Transit District



Sources	Amount
Passenger Fares	61,117,441
State Assistance	9,597,977
Federal Operating Assistance Grants	70,718,191
Federal Capital Assistance Grants	37,606,825
Reimbursement from Other Agencies	413,749
Property Taxes	11,417,444
Interest Income	2,715,558
Other Non-operating Revenue	6,657,637
Operating Transfers In	172,614,707
Use of Reserves	27,027,706
<b>Total Sources</b>	<b>\$ 399,887,235</b>



Uses	Amount
Salaries and Benefits	\$ 117,584,565
Services and Supplies	170,422,662
Operating Transfers Out	20,470,116
Capital Expenditure	60,689,629
Designations	30,720,263
<b>Total Uses</b>	<b>\$ 399,887,235</b>

## Orange County Transit District (OCTD) Narrative

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

In FY 2013-14, OCTA will directly operate approximately 1.2 million revenue hours of fixed route service, and contract an additional 396,000 hours. In FY 2013-14, OCTA anticipates 50.2 million fixed route boardings.

The bus network serves most of the urbanized portions of Orange County with connections to Riverside, San Diego, San Bernardino, and Los Angeles Counties. The weekday span of service is generally between 5:00 a.m. to 11:00 p.m. for Local Lines, 5:00 a.m. to 9:00 p.m. for Community Lines, and four local routes operate late evening service until 1:30 a.m. Peak hour headways generally vary from 8 to 30 minutes and the maximum headway is 60 minute service.

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

The Transit Division also delivers complementary paratransit services. ACCESS is a paratransit service providing trips for persons with developmental and physical disabilities, as required by the federal Americans with Disabilities Act (ADA). ACCESS services are slated to provide approximately 521,000 revenue hours of service and 264,600 supplemental service trips in FY 2013-14.

## Transit Fund Group

### Orange County Transit District Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5100 Passenger Fares	50,610,693	55,854,528	61,117,441
5300 Charges for Services	0	64,788	0
6010 State Transit Assistance	61,099	0	0
6020 State Assistance	4,867,910	5,253,574	9,597,977
6030 Federal Operating Assistance Grants	66,756,915	70,054,197	70,718,191
6040 Federal Capital Assistance Grants	5,148,624	5,250,800	37,606,825
6050 Reimbursement from Other Agencies	288,285	310,721	413,749
6055 Gas Tax Exchange	23,000,004	23,000,004	0
6100 Property Taxes	11,192,475	11,018,167	11,417,444
6200 Interest Income	3,537,272	1,704,530	2,715,558
6300 Other Non-operating Revenue	6,526,355	6,760,303	6,657,637
6500 Operating Transfers In	154,337,512	166,581,920	172,614,707
<b>Subtotal Revenues</b>	<b>\$ 326,327,144</b>	<b>\$ 345,853,532</b>	<b>\$ 372,859,529</b>
Use of Reserves	466,400	0	27,027,706
<b>Total Sources</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7100 Wages, Salaries and Benefits	115,695,504	113,029,914	117,584,565
7300 Purchased Transportation Services	59,987,891	66,943,046	72,557,982
7400 Management Fee Expense	27,217,935	35,673,597	32,085,915
7500 Professional Services	14,913,713	19,444,579	19,733,554
7540 Insurance Claims/Premiums	11,270	0	0
7600 General and Administrative	3,340,624	4,030,382	4,160,533
7700 Maintenance Parts and Fuel	20,770,810	24,456,947	28,342,895
7800 Contributions to Other Agencies	4,084,344	13,557,333	13,541,783
8111 Interest Expense	-15,136	0	0
8200 Operating Transfers Out	2,956,214	13,759,921	20,470,116
8240 Transfers to Outside Agencies	3,012,894	15,383,574	60,689,629
<b>Subtotal Expenses</b>	<b>\$ 251,976,063</b>	<b>\$ 306,279,293</b>	<b>\$ 369,166,972</b>
Designations	74,817,481	39,574,239	30,720,263
<b>Total Uses</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>

**Orange County Transit District - Revenues and Reserves**

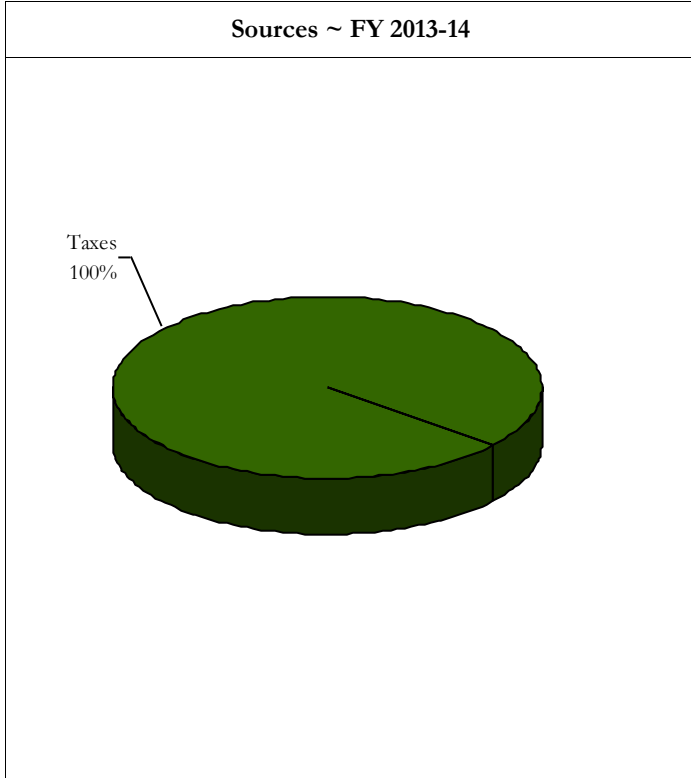
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5110 Farebox Revenue	29,053,194	31,274,059	30,067,492
5150 Pass Sales	13,438,313	15,529,709	16,680,595
5180 Coupon Sales	2,765,403	2,761,822	3,689,677
5220 Direct Route Subsidy	2,821,613	3,688,358	8,029,959
5240 Passenger Revenue Subsidy	2,171,009	2,208,000	2,264,000
5260 Miscellaneous Transit Revenue	3,367,050	3,513,617	3,525,000
5260 Miscellaneous Transit Revenue	361,161	392,580	385,718
5310 Operating Revenue-Charges for Service	0	64,788	0
6020 State Assistance	61,099	0	0
6020 State Assistance	4,867,910	5,253,574	9,597,977
6030 Federal Operating Assistance Grants	66,756,915	70,054,197	70,718,191
6040 Federal Capital Assistance Grants	5,148,624	5,250,800	37,606,825
6050 Other Financial Assistance	288,285	310,721	413,749
6050 Other Financial Assistance	23,000,004	23,000,004	0
6100 Taxes	11,192,475	11,018,167	11,417,444
6200 Interest Income	3,537,272	1,704,530	2,715,558
6310 Rental Income	2,991,938	3,013,252	2,984,028
6350 Insurance Recoveries	4,893	2,000	23,239
6370 Miscellaneous	162,474	231,434	125,370
6510 Operating Transfers In	154,337,512	166,581,920	172,614,707
<b>Subtotal Revenues</b>	<b>\$ 326,327,144</b>	<b>\$ 345,853,532</b>	<b>\$ 372,859,529</b>
Bristol Street Widening Project	0	0	18,000,000
OCTD Fixed Asset Reserves	466,400	0	9,027,706
<b>Subtotal Use of Reserves</b>	<b>\$ 466,400</b>	<b>\$ 0</b>	<b>\$ 27,027,706</b>
<b>Total Uses</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>

## Transit Fund Group

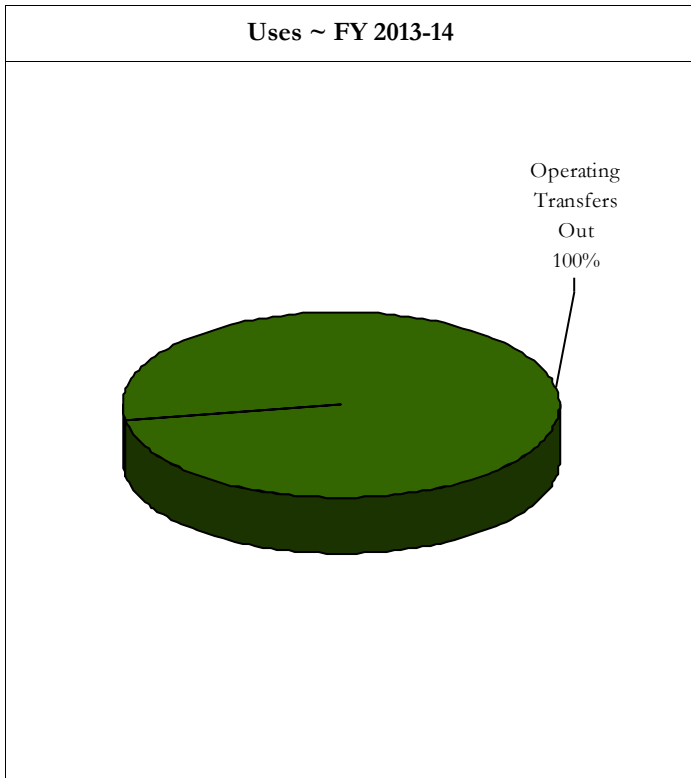
### Orange County Transit District - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	60,770,816	61,176,822	62,244,205
7150 Extra Help Employees	227,100	290,800	497,670
7209 Deferred Compensation	1,078,187	1,049,575	1,178,333
7210 Pensions	18,792,360	17,802,208	20,046,562
7220 Insurances	1,711,176	1,706,049	1,749,189
7240 Health Care	15,044,117	14,345,417	14,607,714
7260 Compensated Absences	10,233,516	8,508,445	9,402,439
7270 Workers Compensation	5,374,648	5,250,688	5,341,640
7280 Other Benefits	2,463,584	2,899,910	2,516,813
<b>Subtotal Salaries and Benefits</b>	<b>\$ 115,695,504</b>	<b>\$ 113,029,914</b>	<b>\$ 117,584,565</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	59,987,891	66,943,046	72,557,982
7410 Administrative Services	27,217,935	35,673,597	32,085,915
7510 Professional Services	4,093,204	5,411,711	5,548,659
7540 Insurance Claims Expense	11,270	0	0
7610 Outside Services	10,725,195	13,907,868	14,102,895
7630 Advertising Fees	95,314	125,000	82,000
7640 Utilities	1,496,201	1,706,300	1,705,000
7650 Travel, Training, and Mileage	99,551	163,474	200,276
7660 Office Expense	399,730	509,573	578,176
7670 Miscellaneous Expense	178,544	215,825	240,941
7670 Miscellaneous Expense	22,767	30,946	29,774
7690 Leases	245,402	276,204	445,004
7710 Fuels and Lubricants	12,240,666	16,049,104	19,553,876
7740 Tires and Tubes	1,976,847	2,131,804	2,132,803
7750 Maintenance Expense	6,553,297	6,276,039	6,656,216
7790 Other Materials and Supplies	1,076,973	1,343,885	1,202,303
7810 Insurance	548,832	8,263,070	9,553,230
7820 Taxes	134,778	100,300	100,308
7830 Contributions to Other Agencies	3,222,190	4,978,138	3,647,304
8110 Debt Service	-15,136	0	0
8210 Operating Transfers Out	2,956,214	13,759,921	20,470,116
<b>Subtotal Services and Supplies</b>	<b>\$ 133,267,665</b>	<b>\$ 177,865,805</b>	<b>\$ 190,892,778</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	3,012,894	15,383,574	60,689,629
<b>Subtotal Capital Expenditure</b>	<b>\$ 3,012,894</b>	<b>\$ 15,383,574</b>	<b>\$ 60,689,629</b>
<u>Designation of Funds</u>			
Bristol Street Widening Project	3,750,004	0	0
Fixed Asset Reserve	71,067,477	39,574,239	30,720,263
<b>Subtotal Designation of Funds</b>	<b>\$ 74,817,481</b>	<b>\$ 39,574,239</b>	<b>\$ 30,720,263</b>
<b>Total Uses</b>	<b>\$ 326,793,544</b>	<b>\$ 345,853,532</b>	<b>\$ 399,887,235</b>

**State Transit Assistance Fund**



Sources	Amount
Taxes	22,086,947
<b>Total Sources</b>	<b>\$ 22,086,947</b>



Uses	Amount
Operating Transfers Out	22,086,947
<b>Total Uses</b>	<b>\$ 22,086,947</b>

## Transit Fund Group

### State Transit Assistance Fund (STAF) Narrative

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

The state collects a base sales tax of 4.75 percent. In FY 2013-14, this is estimated to generate \$440 million. Half of this revenue is allocated to the State Transit Assistance (STA) program which provides funding for local mass transportation. The other half is used to fund state-supported intercity rail and other state mass transportation programs.

The state also collects a variable sales tax on diesel fuel, which is set at 1.94 percent in FY 2013-14. All of the revenue from this tax, about \$171 million in FY 2013-14, is allocated to the STA.

In addition, the state collects a variable excise tax on diesel fuel. For FY 2013-14, this tax will be set at 10 cents per gallon and is estimated to generate about \$288 million. The first six cents of this tax is allocated directly to local governments for local streets and roads.

OCTA's allocation of revenues from the STA program is estimated at \$22.1 million in FY 2013-14.

### State Transit Assistance Fund Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6101 Taxes	22,312,191	21,817,867	22,086,947
6200 Interest Income	3,607	0	0
<b>Subtotal Revenues</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
Use of Reserves	0	0	0
<b>Total Sources</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	0	0	0
7800 Contributions to Other Agencies	745	0	0
8200 Operating Transfers Out	22,312,191	21,817,867	22,086,947
<b>Subtotal Expenses</b>	<b>\$ 22,312,936</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
Designations	2,862	0	0
<b>Total Uses</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>

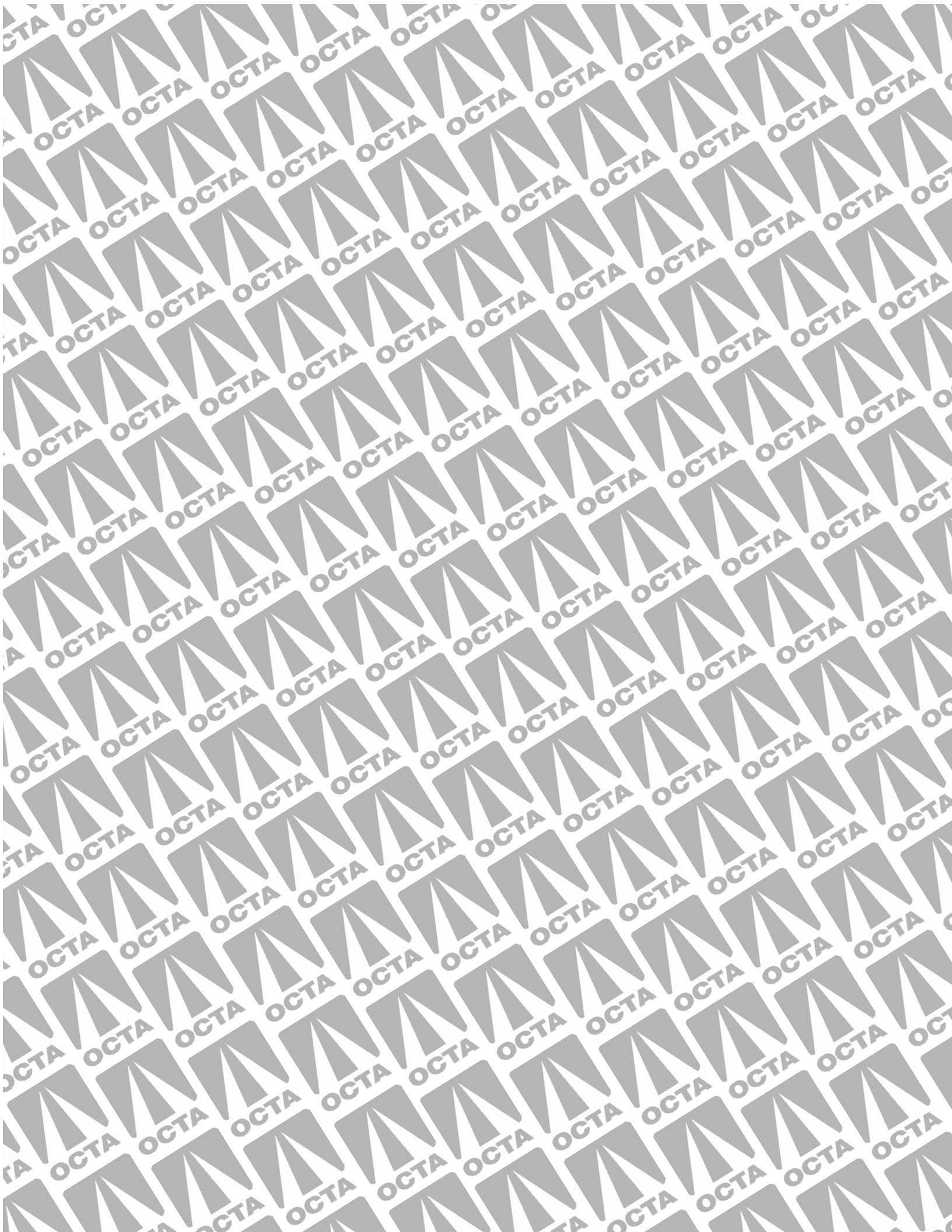
**State Transit Assistance Fund - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6100 Taxes	22,312,191	21,817,867	22,086,947
6200 Interest Income	3,607	0	0
<b>Subtotal Revenues</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
<b>Total Uses</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>

**State Transit Assistance Fund - Expenses & Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7670 Miscellaneous Expense	369	0	0
7830 Contributions to Other Agency's	376	0	0
8210 Operating Transfers Out	22,312,191	21,817,867	22,086,947
<b>Subtotal Services and Supplies</b>	<b>\$ 22,312,936</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>
<u>Designation of Funds</u>			
STAF	2,862	0	0
<b>Subtotal Designation of Funds</b>	<b>\$ 2,862</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 22,315,798</b>	<b>\$ 21,817,867</b>	<b>\$ 22,086,947</b>



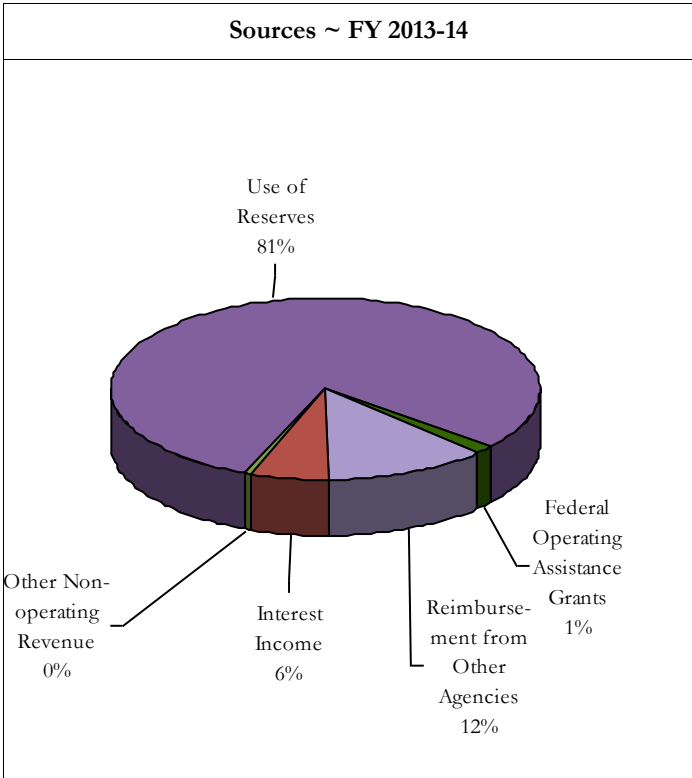


# Measure M Fund Group

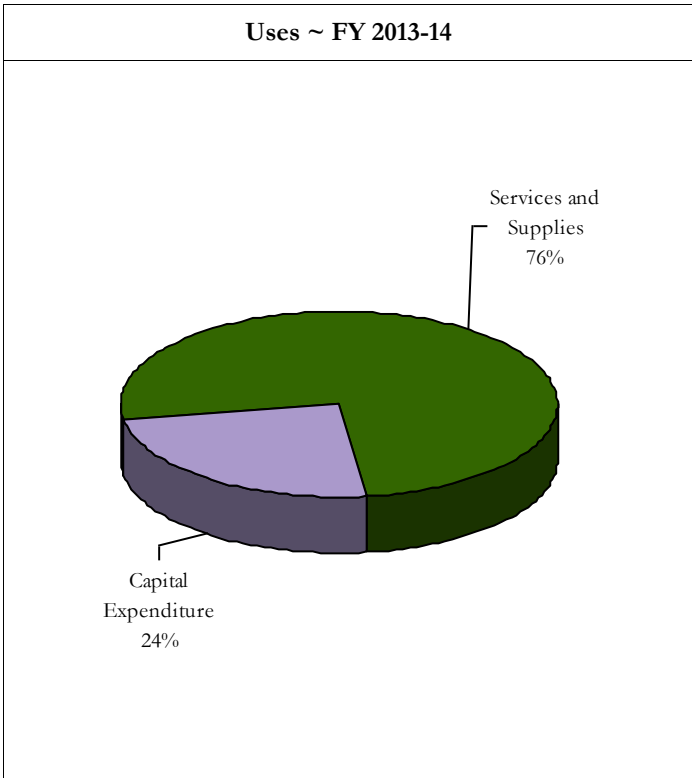




**Local Transportation Authority Measure M1**



Sources	Amount
Federal Operating Assistance Grants	875,000
Reimbursement from Other Agencies	8,248,680
Interest Income	3,924,252
Other Non-operating Revenue	228,990
Use of Reserves	53,426,050
<b>Total Sources</b>	<b>\$ 66,702,972</b>



Uses	Amount
Services and Supplies	50,579,292
Capital Expenditure	16,123,680
<b>Total Uses</b>	<b>\$ 66,702,972</b>

## Measure M Fund Group

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

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

The funding is allocated as follows: 43 percent allocated to improving the freeways, 32 percent to streets and roads (21 percent local roads, and 11 percent to regional streets), and 25 percent to transit. M1 sales tax collections ended on March 31, 2011 and delivered more than \$4 billion worth of transportation improvements. FY 2013-14 expenditures of \$66.7 million represent drawdowns on M1 cash reserve balances.

### Local Transportation Authority Measure M1 Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6010 State Transit Assistance	2,064	0	0
6020 State Assistance	66,263,537	16,000,000	0
6030 Federal Operating Assistance Grants	12,332,902	7,890,200	875,000
6040 Federal Capital Assistance Grants	3,502,157	3,129,536	0
6050 Reimbursement from Other Agencies	12,101,051	7,977,000	8,248,680
6200 Interest Income	4,706,249	3,092,300	3,924,252
6300 Other Non-operating Revenue	427,089	224,500	228,990
6500 Operating Transfers In	0	0	0
6550 Proceeds Sale of Capital Asset	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 99,335,049</b>	<b>\$ 38,313,536</b>	<b>\$ 13,276,922</b>
Use of Reserves	29,823,053	73,327,580	53,426,050
<b>Total Sources</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	3,961,671	9,802,314	4,643,746
7500 Professional Services	5,543,575	5,974,375	2,929,995
7600 General and Administrative	102,911	35,284	25,551
7800 Contributions to Other Agencies	108,813,871	81,513,143	42,980,000
8200 Operating Transfers Out	362,504	0	0
8240 Transfers to Outside Agencies	10,373,570	14,316,000	16,123,680
<b>Subtotal Expenses</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>
<b>Total Uses</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>

**Local Transportation Authority Measure M1 - Revenues and Reserves**

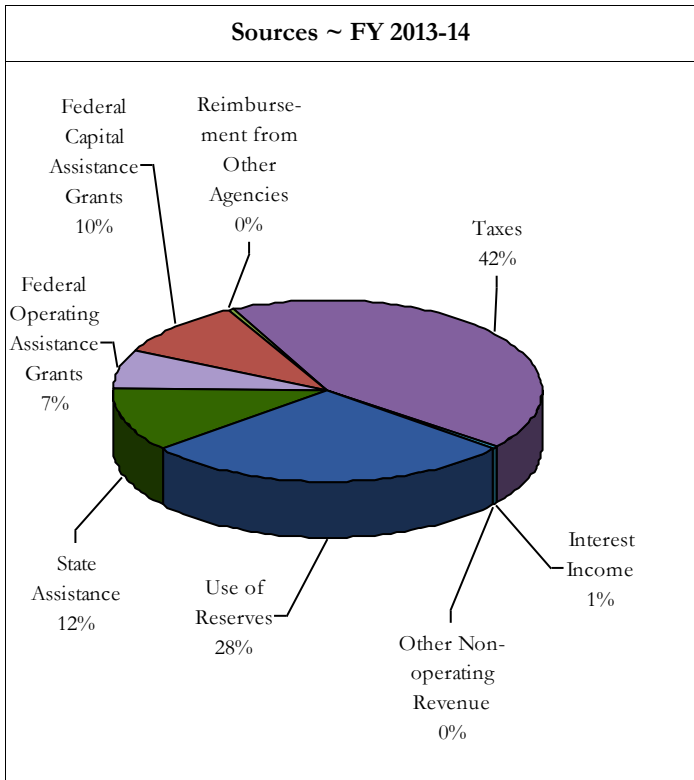
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6020 State Assistance	66,263,537	16,000,000	0
6020 State Assistance	2,064	0	0
6030 Federal Operating Assistance Grants	12,332,902	7,890,200	875,000
6040 Federal Capital Assistance Grants	3,502,157	3,129,536	0
6050 Other Financial Assistance	12,101,051	7,977,000	8,248,680
6200 Interest Income	4,706,249	3,092,300	3,924,252
6310 Rental Income	425,589	224,500	228,990
6370 Miscellaneous	1,500	0	0
<b>Subtotal Revenues</b>	<b>\$ 99,335,049</b>	<b>\$ 38,313,536</b>	<b>\$ 13,276,922</b>
Anaheim Regional Transportation Intermodal Center	0	6,237,943	0
Anaheim and Santa Ana Go Local Fixed Guideway	0	330,000	0
Combined Transportation Funding Program	23,485,745	40,095,000	42,000,000
Fullerton Station Parking Expansion Project	0	200,362	0
High Speed Rail	0	193,828	0
I-405/SR-55 Connector	0	10,000	0
I-405 HOV Connector Projects	0	2,044,000	6,856,050
I-5 Gateway Project to LA County Line	997,983	6,619,000	2,210,000
Irvine Transportation Center Master Plan	0	305,102	0
Laguna Niguel/Mission Viejo Parking Expansion	1,000,000	0	0
Measure M	0	9,013,845	0
Metrolink Service Expansion Program	0	6,500,000	0
Orange Transportation Center Parking Expansion	0	1,000,000	0
PE ROW	0	206,000	0
Santa Ana Blvd Grade Separation	0	170,000	0
Santa Ana Regional Transportation Center	172,050	0	0
Signal Synchronization	0	42,500	0
SR-22 Construction	2,471,525	0	2,360,000
SR-22 ROW/Design Services	0	360,000	0
Tustin Station Parking Expansion	1,325,000	0	0
West County Connector	370,750	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 29,823,053</b>	<b>\$ 73,327,580</b>	<b>\$ 53,426,050</b>
<b>Total Uses</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>

## Measure M Fund Group

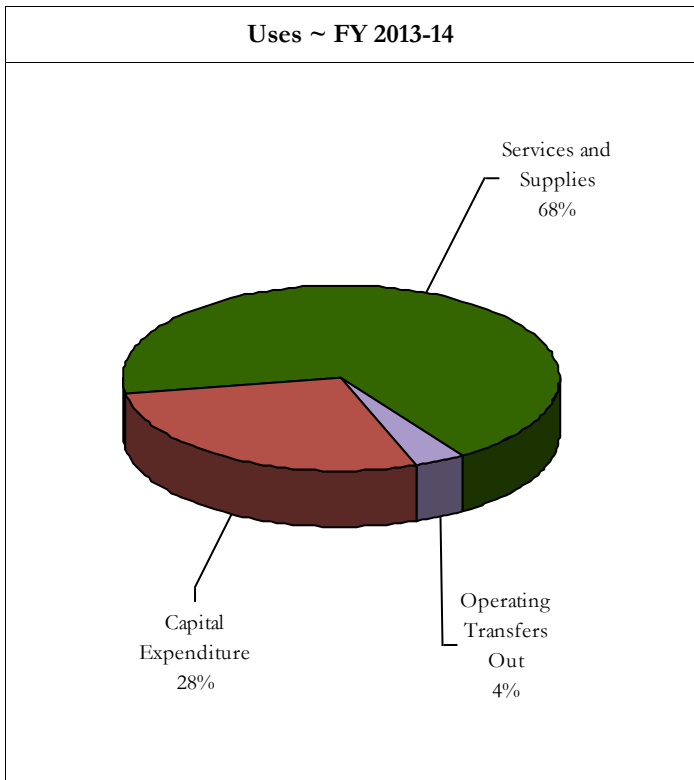
### Local Transportation Authority Measure M1 - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	3,961,671	9,802,314	4,643,746
7510 Professional Services	5,445,598	5,753,475	2,894,995
7610 Outside Services	97,977	65,900	35,000
7630 Advertising Fees	0	155,000	0
7640 Utilities	97,177	6,000	6,000
7650 Travel, Training, and Mileage	5,600	8,783	1,665
7660 Office Expense	0	20,501	17,886
7670 Miscellaneous Expense	106	0	0
7670 Miscellaneous Expense	134	0	0
7820 Taxes	3,428	0	0
7830 Contributions to Other Agencies	108,810,337	81,513,143	42,980,000
8210 Operating Transfers Out	362,504	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 118,784,532</b>	<b>\$ 97,325,116</b>	<b>\$ 50,579,292</b>
<u>Capital Expenditure</u>			
9010 Work In Process	339,984	230,000	0
9080 Construction in Progress	10,033,586	14,086,000	16,123,680
<b>Subtotal Capital Expenditure</b>	<b>\$ 10,373,570</b>	<b>\$ 14,316,000</b>	<b>\$ 16,123,680</b>
<b>Total Uses</b>	<b>\$ 129,158,102</b>	<b>\$ 111,641,116</b>	<b>\$ 66,702,972</b>

**Local Transportation Authority Measure M2**



Sources	Amount
State Assistance	76,752,525
Federal Operating Assistance Grants	45,832,798
Federal Capital Assistance Grants	65,988,110
Reimbursement from Other Agencies	2,320,000
Taxes	283,191,817
Interest Income	4,197,303
Other Non-operating Revenue	120,000
Use of Reserves	183,454,471
<b>Total Sources</b>	<b>\$ 661,857,024</b>



Uses	Amount
Services and Supplies	452,231,820
Operating Transfers Out	26,625,204
Capital Expenditure	183,000,000
<b>Total Uses</b>	<b>\$ 661,857,024</b>



## Measure M Fund Group

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

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

Like M1, 43 percent of the net revenue from M2 will be dedicated to improving Orange County freeways, the largest portion of the 30-year transportation plan. 32 percent will be used to improve Orange County's more than 6,500 lanes of aging streets and roads. The remaining 25 percent will be allocated to building and improving rail and bus transportation in Orange County (20 percent will be allocated to develop transit extensions for the Metrolink corridor, thereby enhancing the overall transit system and 5 percent for senior citizens and for establishing local bus circulators).

In an effort to advance the implementation of M2 projects, the OCTA Board of Directors approved the M2 Early Action Plan (EAP) in August 2007. The goal of the plan was to advance M2 projects during FY 2006-07 through FY 2011-12 prior to commencement of sales tax collections. In July 2010 the Board approved the comprehensive Capital Action Plan (CAP). The CAP expands the scope of the EAP to include other priority OCTA capital projects. These projects include freeway improvement projects, transit capital projects, and rail transit projects.

Building on the completion of the Measure M2 Early Action Plan, the development of an M2020 Plan began in November 2011, and the draft plan was presented to the Board of Directors on August 27, 2012. The M2020 Plan endeavors to deliver the majority of the freeway program by the year 2020 through the strategic use of bonding. In addition, the plan expands rail, funds fixed-guideway connections to Metrolink, and improves streets and roads conditions.

### LTA Measure M2 Sources and Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6010 State Transit Assistance	103,844	0	0
6020 State Assistance	16,180,214	24,949,084	76,752,525
6030 Federal Operating Assistance Grants	699,915	2,002,800	45,832,798
6040 Federal Capital Assistance Grants	21,338,832	70,642,753	65,988,110
6050 Reimbursement from Other Agencies	6,482,228	4,957,550	2,320,000
6101 Taxes	252,132,453	267,244,845	283,191,817
6200 Interest Income	686,895	3,813,578	4,197,303
6300 Other Non-operating Revenue	238,406	0	120,000
6500 Operating Transfers In	2,803,232	0	0
<b>Subtotal Revenues</b>	<b>\$ 300,666,019</b>	<b>\$ 373,610,610</b>	<b>\$ 478,402,553</b>
Use of Reserves	0	96,030,580	183,454,471
<b>Total Sources</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	11,351,869	7,468,829	13,306,304
7500 Professional Services	33,875,354	76,648,783	122,133,689
7600 General and Administrative	41,105	252,107	168,713
7800 Contributions to Other Agencies	70,839,762	158,344,872	316,498,114
8111 Interest Expense	125,271	125,000	125,000
8200 Operating Transfers Out	19,906,196	27,960,744	26,625,204
8240 Transfers to Outside Agencies	109,227,861	136,715,000	183,000,000
<b>Subtotal Expenses</b>	<b>\$ 245,367,418</b>	<b>\$ 407,515,335</b>	<b>\$ 661,857,024</b>
Designations	55,298,601	62,125,855	0
<b>Total Uses</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

**Local Transportation Authority Measure M2 - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6020 State Assistance	16,180,214	24,949,084	76,752,525
6020 State Assistance	103,844	0	0
6030 Federal Operating Assistance Grants	699,915	2,002,800	45,832,798
6040 Federal Capital Assistance Grants	21,338,832	70,642,753	65,988,110
6050 Other Financial Assistance	6,482,228	4,957,550	2,320,000
6100 Taxes	252,132,453	267,244,845	283,191,817
6200 Interest Income	686,895	3,813,578	4,197,303
6310 Rental Income	238,406	0	120,000
6510 Operating Transfers In	2,803,232	0	0
<b>Subtotal Revenues</b>	<b>\$ 300,666,019</b>	<b>\$ 373,610,610</b>	<b>\$ 478,402,553</b>
ARTIC - Project R	0	6,817,121	0
ARTIC - Project T	0	27,376,679	64,898,722
Environmental Mitigation Property Restoration	0	6,930,180	3,425,000
Environmental Mitigation Property Acquisition	0	10,300,000	0
Grade Crossing Enhancement and Quiet Zones	0	2,260,000	2,967,959
I-405, SR-55 to I-605	0	0	22,630,000
Project P - Regional Traffic Signal Synch	0	15,377,600	14,000,000
Project O Grade Separations	0	26,969,000	48,921,790
Project R Grade Separations	0	0	9,450,000
SR-91 (WB), I-5 to SR-57	0	0	11,440,000
SR91 SR55-Tustin Interchange	0	0	5,721,000
<b>Subtotal Use of Reserves</b>	<b>\$ 0</b>	<b>\$ 96,030,580</b>	<b>\$ 183,454,471</b>
<b>Total Uses</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

## Measure M Fund Group

### Local Transportation Authority Measure M2 - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	11,351,869	7,468,829	13,306,304
7510 Professional Services	33,487,875	76,006,683	121,679,789
7610 Outside Services	369,735	622,100	433,900
7630 Advertising Fees	17,744	20,000	20,000
7640 Utilities	4,291	100,000	82,000
7650 Travel, Training, and Mileage	32,436	34,807	27,897
7660 Office Expense	3,244	107,010	54,026
7670 Miscellaneous Expense	24,262	0	0
7670 Miscellaneous Expense	1,134	4,290	3,290
7790 Other Materials and Supplies	0	6,000	1,500
7820 Taxes	7,391	250,000	326,000
7830 Contributions to Other Agencies	70,808,109	158,094,872	316,172,114
8110 Debt Service	125,271	125,000	125,000
8210 Operating Transfers Out	19,906,196	27,960,744	26,625,204
<b>Subtotal Services and Supplies</b>	<b>\$ 136,139,557</b>	<b>\$ 270,800,335</b>	<b>\$ 478,857,024</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	5,418	0	0
9080 Construction in Progress	109,222,443	136,715,000	183,000,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 109,227,861</b>	<b>\$ 136,715,000</b>	<b>\$ 183,000,000</b>
<u>Designation of Funds</u>			
Designated for Future M2 projects	55,298,601	62,125,855	0
<b>Subtotal Designation of Funds</b>	<b>\$ 55,298,601</b>	<b>\$ 62,125,855</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 300,666,019</b>	<b>\$ 469,641,190</b>	<b>\$ 661,857,024</b>

**Measure M (M1) Bond Debt Service Fund Narrative**

The **M1 Bond Debt Service Fund** accumulated the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments were accumulated and debt service transactions were recorded in this fund. FY 2010-11 represented the final principal and interest payment made for the M1 debt obligation.

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

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Use of Reserves	36	0	0
<b>Total Sources</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	0	0	0
8200 Operating Transfers Out	36	0	0
<b>Subtotal Expenses</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>

**Measure M Bond Debt Service - Revenues and Reserves**

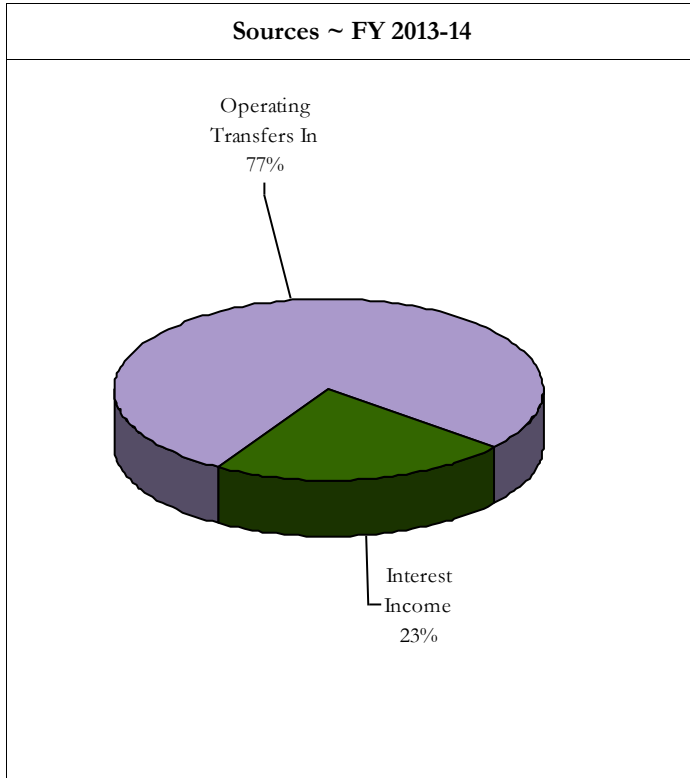
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Close out of M1 Debt Service	36	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>

**Measure M Bond Debt Service - Expenses & Designations**

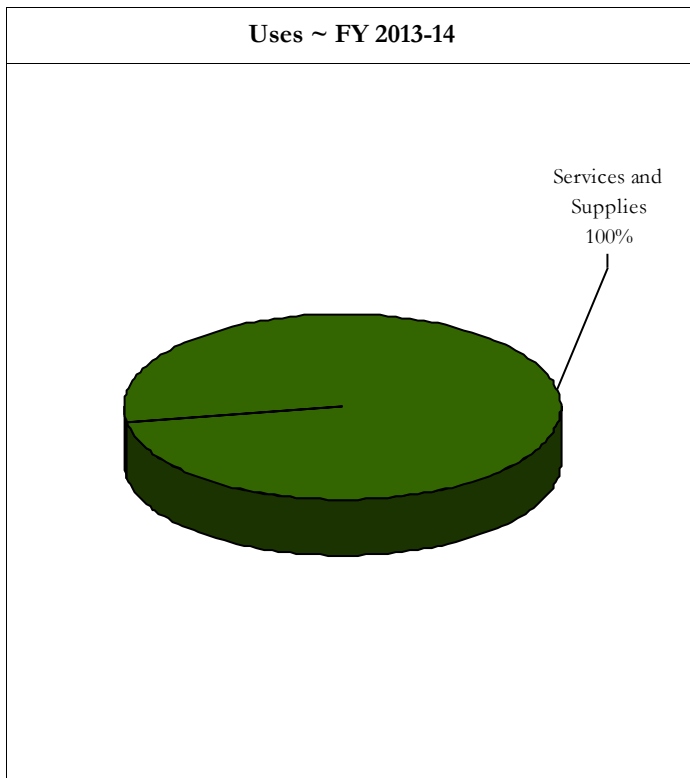
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Services and Supplies			
8210 Operating Transfers Out	36	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 36</b>	<b>\$ 0</b>	<b>\$ 0</b>

# Measure M Fund Group

## Measure M2 Bond Debt Service



Sources	Amount
Interest Income	6,513,993
Operating Transfers In	22,276,845
<b>Total Sources</b>	<b>\$ 28,790,838</b>



Uses	Amount
Services and Supplies	28,790,838
<b>Total Uses</b>	<b>\$ 28,790,838</b>

**Measure M2 (M2) Bond Debt Service Fund Narrative**

The **M2 Bond Debt Service Fund** accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund. Debt service funds are accounted for on a modified accrual basis of accounting. Interest earnings are recognized

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

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

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
6030 Federal Operating Assistance Grants	0	0	0
6200 Interest Income	6,967,383	7,087,572	6,513,993
6500 Operating Transfers In	17,222,761	21,705,566	22,276,845
<b>Subtotal Revenues</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
<b>Total Sources</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7400 Management Fee Expense	0	0	0
8111 Interest Expense	22,383,138	22,383,138	22,190,838
8112 Principal Payment On Long Term Debt	0	6,410,000	6,600,000
<b>Subtotal Expenses</b>	<b>\$ 22,383,138</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
Designations	1,807,006	0	0
<b>Total Uses</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>

## Measure M Fund Group

### Measure M2 Bond Debt Service - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	6,967,383	7,087,572	6,513,993
6510 Operating Transfers In	17,222,761	21,705,566	22,276,845
<b>Subtotal Revenues</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
<b>Total Uses</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>

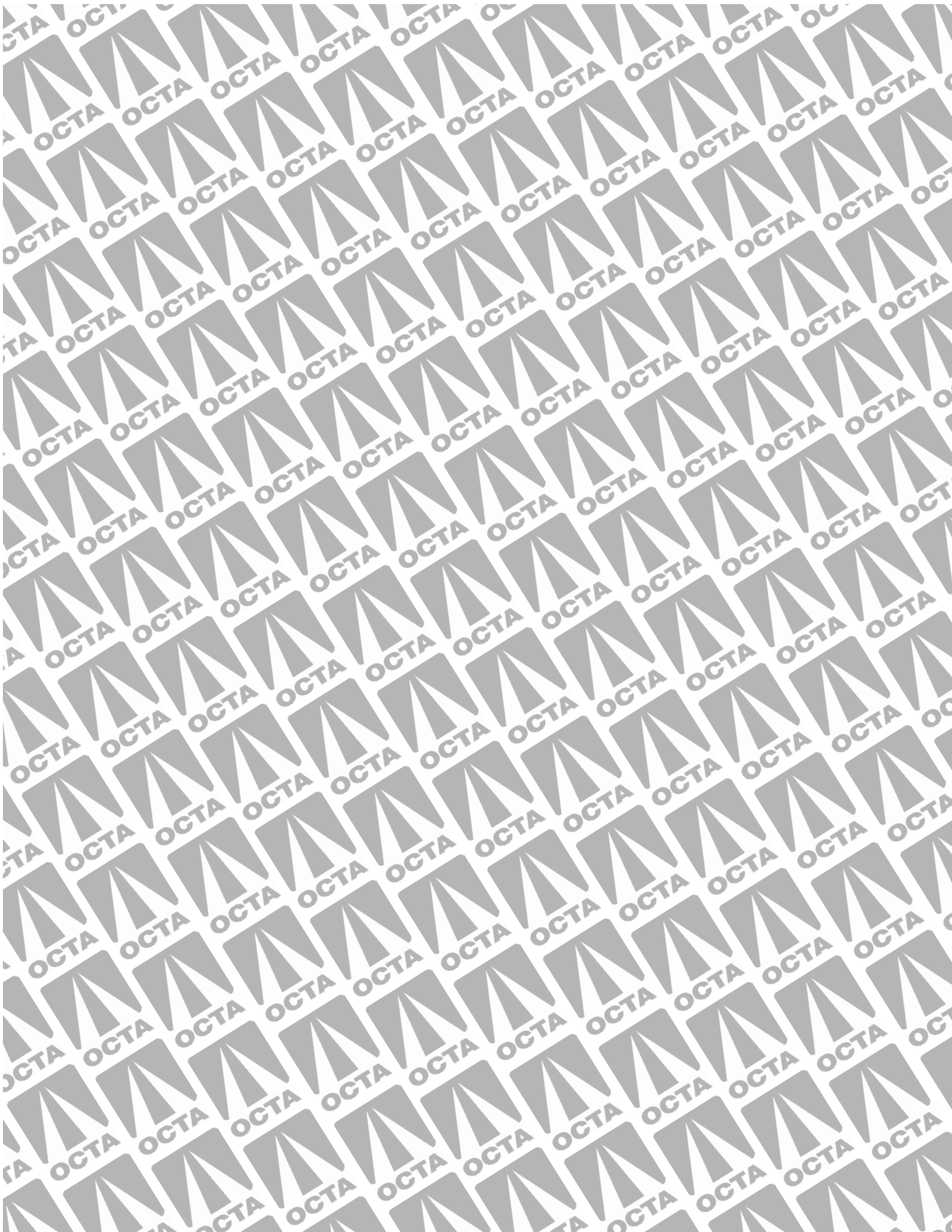
### Measure M2 Bond Debt Service - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
8110 Debt Service	0	6,410,000	6,600,000
8110 Debt Service	22,383,138	22,383,138	22,190,838
<b>Subtotal Services and Supplies</b>	<b>\$ 22,383,138</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>
<u>Designation of Funds</u>			
Debt Service	1,807,006	0	0
<b>Subtotal Designation of Funds</b>	<b>\$ 1,807,006</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 24,190,144</b>	<b>\$ 28,793,138</b>	<b>\$ 28,790,838</b>

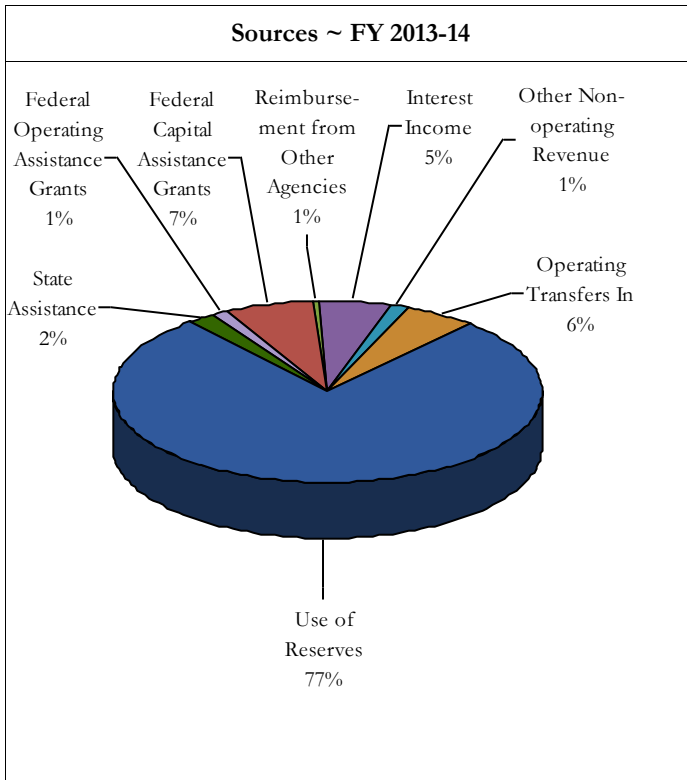
# Rail Fund Group



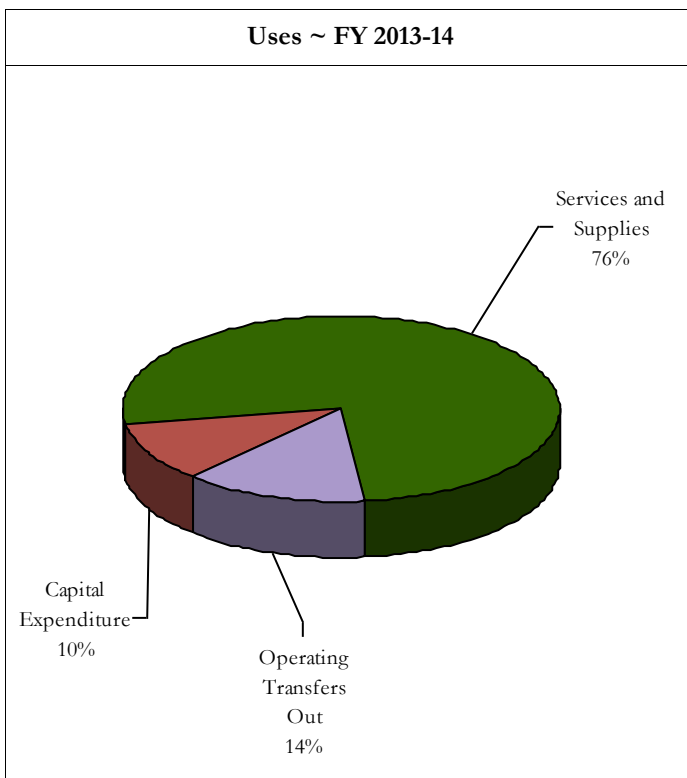




**Commuter and Urban Rail Endowment 1**



Sources	Amount
State Assistance	983,000
Federal Operating Assistance Grants	450,000
Federal Capital Assistance Grants	2,950,000
Reimbursement from Other Agencies	275,000
Interest Income	2,253,682
Other Non-operating Revenue	630,517
Operating Transfers In	2,430,116
Use of Reserves	34,050,203
<b>Total Sources</b>	<b>\$ 44,022,518</b>



Uses	Amount
Services and Supplies	33,462,546
Operating Transfers Out	6,024,972
Capital Expenditure	4,535,000
<b>Total Uses</b>	<b>\$ 44,022,518</b>

## Commuter and Urban Rail Endowment (CURE) 1 Fund Narrative

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

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

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

## Commuter and Urban Rail Endowment 1 Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6020 State Assistance	0	2,000,000	983,000
6030 Federal Operating Assistance Grants	1,098,393	0	450,000
6040 Federal Capital Assistance Grants	0	5,210,000	2,950,000
6050 Reimbursement from Other Agencies	150,713	300,000	275,000
6200 Interest Income	2,346,135	2,100,153	2,253,682
6300 Other Non-operating Revenue	633,461	622,982	630,517
6500 Operating Transfers In	0	0	2,430,116
6550 Proceeds Sale of Capital Asset	0	0	0
<b>Subtotal Revenues</b>	<b>\$ 4,228,702</b>	<b>\$ 10,233,135</b>	<b>\$ 9,972,315</b>
Use of Reserves	30,457,218	32,934,538	34,050,203
<b>Total Sources</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	1,342,097	900,145	1,573,164
7500 Professional Services	21,355,972	28,206,156	30,252,586
7600 General and Administrative	172	35,296	9,996
7800 Contributions to Other Agencies	5,381,953	7,160,750	1,626,800
8200 Operating Transfers Out	6,605,726	4,465,326	6,024,972
8240 Transfers to Outside Agencies	0	2,400,000	4,535,000
<b>Subtotal Expenses</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>
<b>Total Uses</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>

**Commuter and Urban Rail Endowment 1 - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6020 State Assistance	0	2,000,000	983,000
6030 Federal Operating Assistance Grants	1,098,393	0	450,000
6040 Federal Capital Assistance Grants	0	5,210,000	2,950,000
6050 Other Financial Assistance	150,713	300,000	275,000
6200 Interest Income	2,346,135	2,100,153	2,253,682
6310 Rental Income	626,167	605,000	617,100
6330 Fees and Fines	7,294	17,982	13,417
6510 Operating Transfers In	0	0	2,430,116
<b>Subtotal Revenues</b>	<b>\$ 4,228,702</b>	<b>\$ 10,233,135</b>	<b>\$ 9,972,315</b>
Anaheim Emergency Access	0	0	1,000,000
Commuter Rail Capital Improvements	6,594,305	3,231,462	1,345,000
Commuter Rail Operations	21,203,886	21,500,000	22,500,000
Fullerton Station Elevator Updgrade	0	0	257,000
iShuttle Operating Service (M1 Funds Trans. CURE)	1,316,930	1,327,351	0
iShuttle Operating Service (CURE to GF)	0	0	1,787,428
Laguna Niguel to SJC Passing Siding (Design)	0	0	2,100,000
LOSSAN Commuter Rail	1,342,097	3,737,750	2,310,950
PE ROW General	0	0	299,709
Stationlink Rail Feeder Service	0	3,077,975	2,430,116
VSS at Fullerton Metrolink Station	0	60,000	20,000
<b>Subtotal Use of Reserves</b>	<b>\$ 30,457,218</b>	<b>\$ 32,934,538</b>	<b>\$ 34,050,203</b>
<b>Total Uses</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>

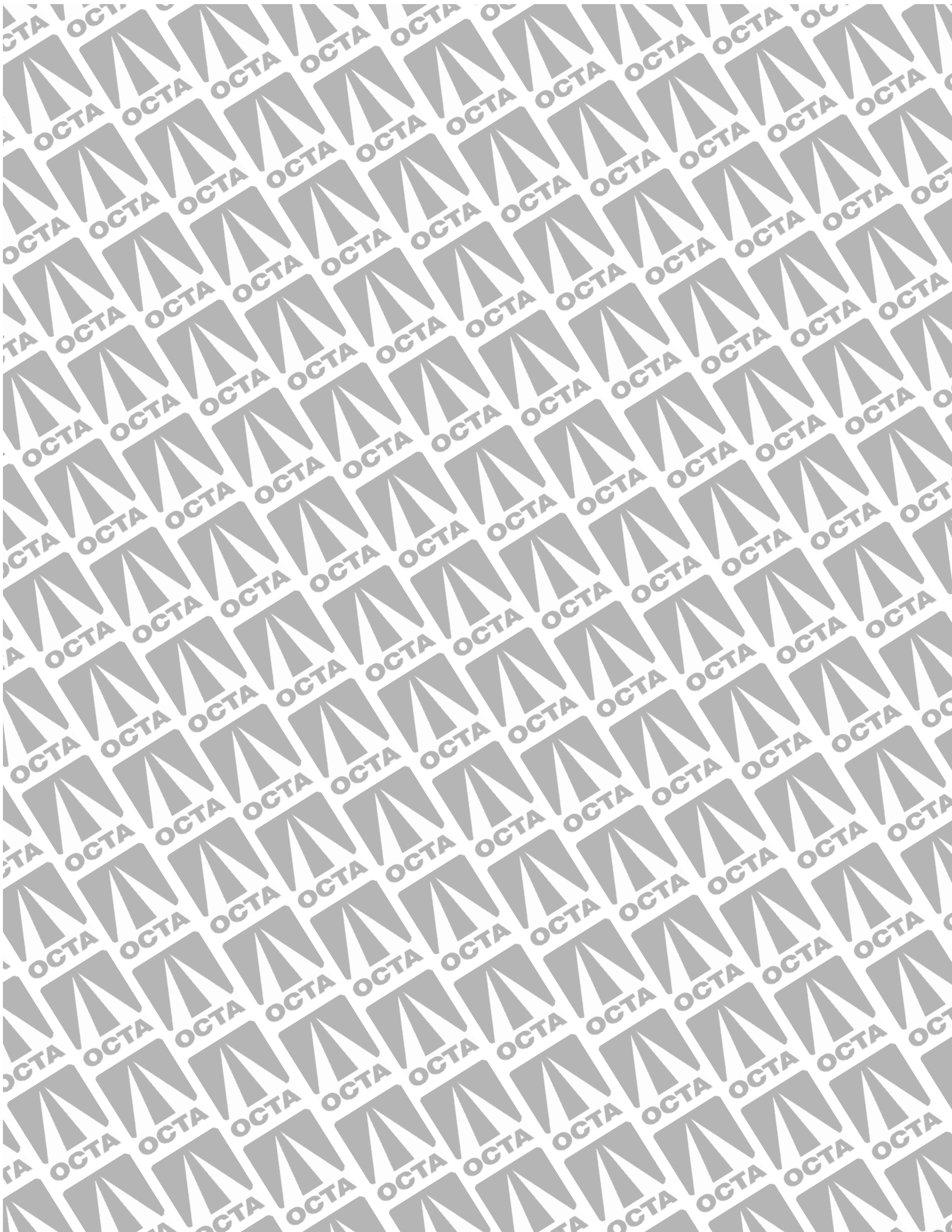
## Rail Fund Group

### Commuter and Urban Rail Endowment 1 - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	1,342,097	900,145	1,573,164
7510 Professional Services	2,504,562	5,145,692	6,205,148
7610 Outside Services	18,851,410	23,060,464	24,047,438
7650 Travel, Training, and Mileage	172	300	500
7660 Office Expense	0	34,996	9,496
7670 Miscellaneous Expense	37,269	1,750	1,800
7820 Taxes	10,690	0	0
7830 Contributions to Other Agencies	5,333,994	7,159,000	1,625,000
8210 Operating Transfers Out	6,605,726	4,465,326	6,024,972
<b>Subtotal Services and Supplies</b>	<b>\$ 34,685,920</b>	<b>\$ 40,767,673</b>	<b>\$ 39,487,518</b>
<u>Capital Expenditure</u>			
9080 Construction in Progress	0	2,400,000	4,535,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 2,400,000</b>	<b>\$ 4,535,000</b>
<b>Total Uses</b>	<b>\$ 34,685,920</b>	<b>\$ 43,167,673</b>	<b>\$ 44,022,518</b>

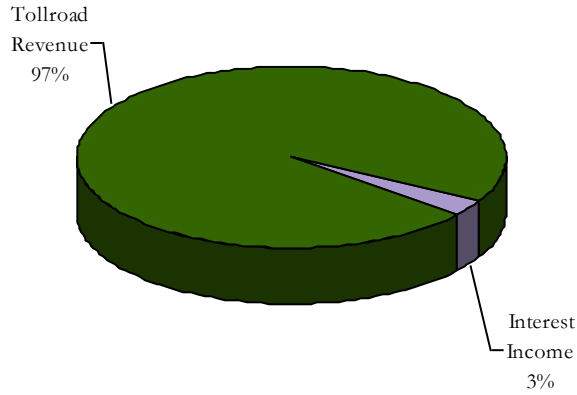
# 91 Express Lanes Fund Group





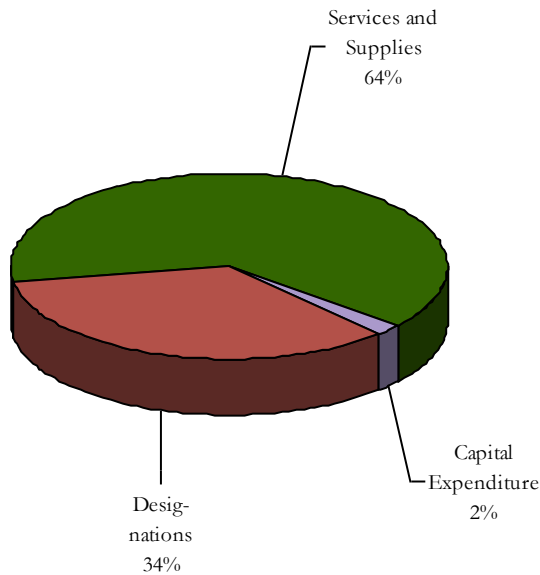
**State Route 91 Toll Road**

**Sources ~ FY 2013-14**



Sources	Amount
Tollroad Revenue	38,199,322
Interest Income	1,236,202
<b>Total Sources</b>	<b>\$ 39,435,524</b>

**Uses ~ FY 2013-14**



Uses	Amount
Services and Supplies	25,139,052
Capital Expenditure	819,000
Designations	13,477,472
<b>Total Uses</b>	<b>\$ 39,435,524</b>



## 91 Express Lanes Fund Group

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

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

The California Private Transportation Company (CPTC) was the original owner of the 91 Express Lanes. An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5 mile protection zone along each side of the SR-91 Freeway. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands continued to grow. To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003 for \$207.5 million.

OCTA acquired the 91 Express Lanes franchise rights from CPTC in January 2003 and Assembly Bill (AB) 1010 (Correa) eliminated the non-compete provision, clearing the way for future enhancements that increase capacity and improves

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

The State Route 91 Toll Road is an important element in ensuring that traffic flows more smoothly between Orange and Riverside counties. The 91 Express Lanes Toll Policy, using the premise of congestion management pricing, adjusts toll rates based on the number of vehicles on the toll road to maintain a free flow commute at all times. Motorists pay tolls through the convenient use of windshield mounted FasTrak transponders that automatically deduct fees from a prepaid account. Depending on the time of day, commuters have reported saving as much as 30 minutes on their drive time by using the 91 Express Lanes.

### State Route 91 Toll Road Sources & Uses

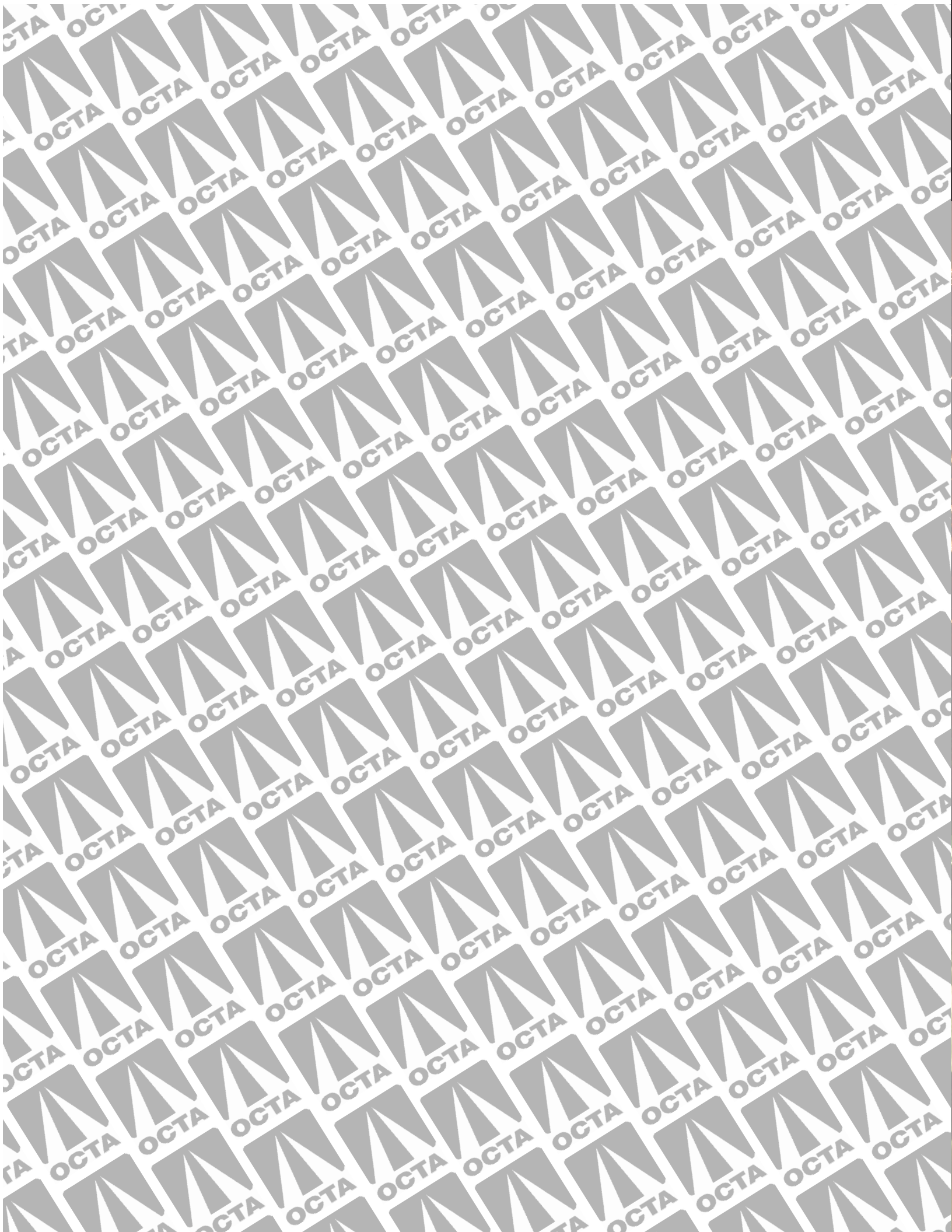
Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5500 Tollroad Revenue	37,813,607	37,080,222	38,199,322
6200 Interest Income	-3,117,784	1,134,489	1,236,202
6300 Other Non-operating Revenue	93,271	0	0
<b>Subtotal Revenues</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
<b>Total Sources</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7300 Purchased Transportation Services	7,222,166	7,700,000	8,000,000
7400 Management Fee Expense	1,848,323	2,189,003	2,166,546
7500 Professional Services	2,508,958	5,754,130	6,261,723
7540 Insurance Claims/Premiums	501,250	750,000	750,000
7600 General and Administrative	438,989	648,911	563,461
7800 Contributions to Other Agencies	223,837	160,435	161,335
8111 Interest Expense	6,463,912	6,327,273	7,235,987
8200 Operating Transfers Out	101,716	0	0
8240 Transfers to Outside Agencies	787,120	2,765,000	819,000
<b>Subtotal Expenses</b>	<b>\$ 20,096,271</b>	<b>\$ 26,294,752</b>	<b>\$ 25,958,052</b>
Designations	14,692,823	11,919,959	13,477,472
<b>Total Uses</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>

**State Route 91 Toll Road - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5510 Tollroad Revenue	32,103,066	30,135,900	31,255,001
5550 Tollroad Fee Income	5,704,005	6,944,322	6,944,321
5580 Tollroad Income Other	6,536	0	0
6200 Interest Income	-3,117,784	1,134,489	1,236,202
6350 Insurance Recoveries	48,336	0	0
6370 Miscellaneous	44,935	0	0
<b>Subtotal Revenues</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>
<b>Total Uses</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>

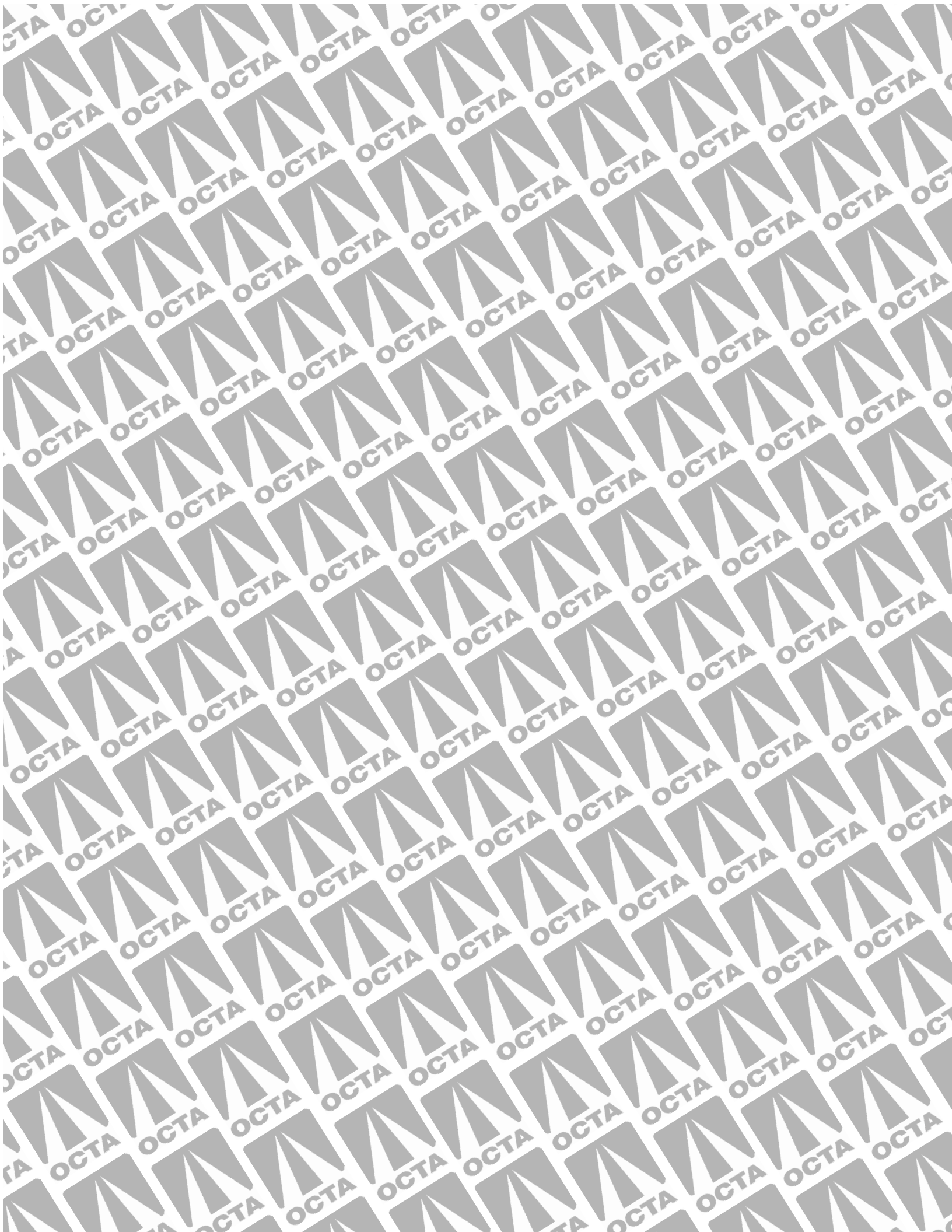
**State Route 91 Toll Road - Expenses & Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7310 Contract Transportation	7,222,166	7,700,000	8,000,000
7410 Administrative Services	1,848,323	2,189,003	2,166,546
7510 Professional Services	1,466,014	4,309,130	4,811,723
7540 Insurance Claims Expense	501,250	750,000	750,000
7610 Outside Services	1,042,944	1,445,000	1,450,000
7640 Utilities	16,602	26,000	20,000
7650 Travel, Training, and Mileage	2,562	21,938	21,864
7660 Office Expense	49,413	164,973	85,597
7670 Miscellaneous Expense	223,837	160,435	161,335
7670 Miscellaneous Expense	18,190	21,000	21,000
7690 Leases	352,222	415,000	415,000
8110 Debt Service	6,463,912	6,327,273	7,235,987
8210 Operating Transfers Out	101,716	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 19,309,151</b>	<b>\$ 23,529,752</b>	<b>\$ 25,139,052</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	787,120	2,765,000	819,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 787,120</b>	<b>\$ 2,765,000</b>	<b>\$ 819,000</b>
<u>Designation of Funds</u>			
Designated for Future SR-91 Projects	14,692,823	11,919,959	13,477,472
<b>Subtotal Designation of Funds</b>	<b>\$ 14,692,823</b>	<b>\$ 11,919,959</b>	<b>\$ 13,477,472</b>
<b>Total Uses</b>	<b>\$ 34,789,094</b>	<b>\$ 38,214,711</b>	<b>\$ 39,435,524</b>

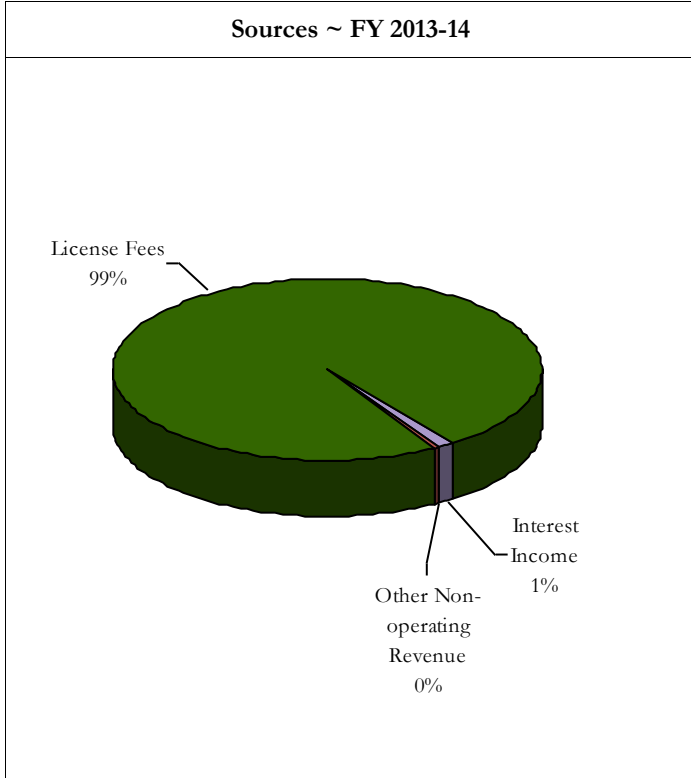


# Motorist & Taxi Services Fund Group

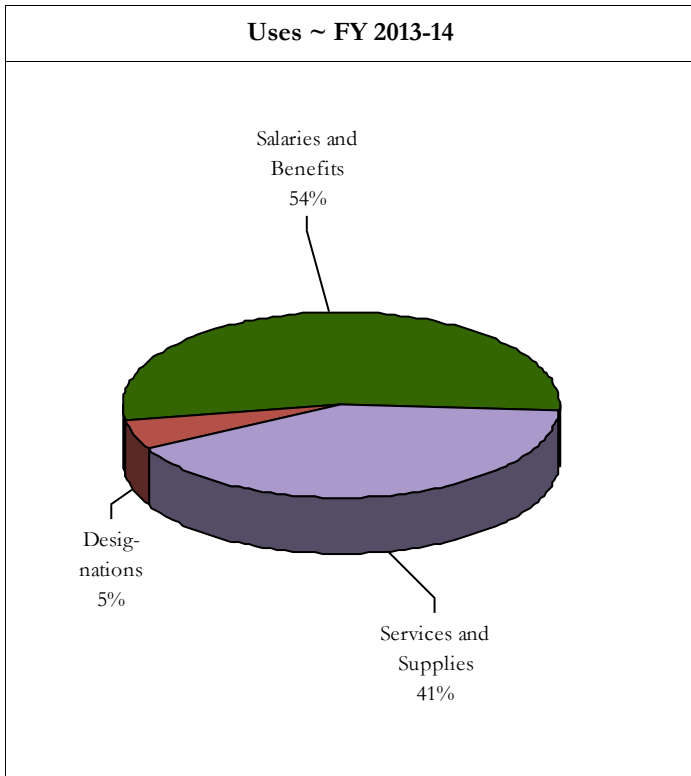




**Orange County Taxi Administration Program**



Sources	Amount
License Fees	732,992
Interest Income	9,792
Other Non-operating Revenue	2,048
<b>Total Sources</b>	<b>\$ 744,832</b>



Uses	Amount
Salaries and Benefits	\$ 400,487
Services and Supplies	306,879
Designations	37,466
<b>Total Uses</b>	<b>\$ 744,832</b>

## Motorist & Taxi Services Fund Group

### Orange County Taxicab Administration Program (OCTAP) Fund Narrative

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

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

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

### Orange County Taxi Administration Program Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5300 Charges for Services	0	1,424	0
6110 License Fees	736,856	676,581	732,992
6200 Interest Income	11,417	8,158	9,792
6300 Other Non-operating Revenue	4,425	4,000	2,048
<b>Subtotal Revenues</b>	<b>\$ 752,698</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>
Use of Reserves	66,270	0	0
<b>Total Sources</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7100 Wages, Salaries and Benefits	346,308	367,227	400,487
7400 Management Fee Expense	136,146	152,236	159,586
7500 Professional Services	84,825	109,816	104,298
7600 General and Administrative	17,516	51,182	37,403
7800 Contributions to Other Agencies	4,518	2,205	5,592
<b>Subtotal Expenses</b>	<b>\$ 589,313</b>	<b>\$ 682,666</b>	<b>\$ 707,366</b>
Designations	229,655	7,497	37,466
<b>Total Uses</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>

## Motorist & Taxi Services Fund Group

### Orange County Taxi Administration Program - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
5310 Operating Revenue-Charges for Service	0	1,424	0
6110 Operator Licenses	736,856	676,581	732,992
6200 Interest Income	11,417	8,158	9,792
6370 Miscellaneous	4,425	4,000	2,048
<b>Subtotal Revenues</b>	<b>\$ 752,698</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>
OCTAP Operations	66,270	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 66,270</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>

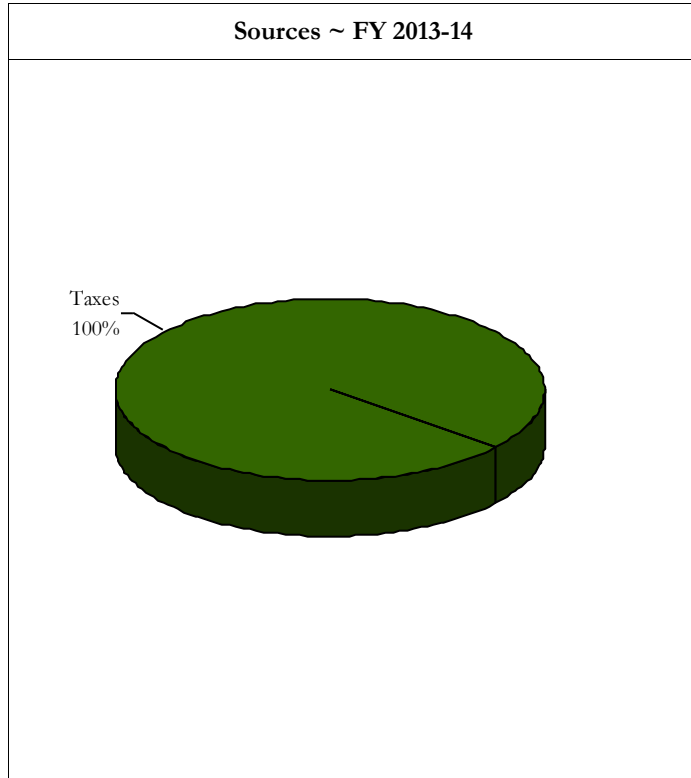
### Orange County Taxi Administration Program - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	180,203	188,763	188,728
7209 Deferred Compensation	1,756	3,250	3,427
7210 Pensions	67,506	62,437	66,924
7220 Insurances	6,566	6,721	6,950
7240 Health Care	52,295	66,633	85,003
7260 Compensated Absences	22,611	23,350	32,825
7270 Workers Compensation	5,311	3,633	5,278
7280 Other Benefits	10,060	12,440	11,352
<b>Subtotal Salaries and Benefits</b>	<b>\$ 346,308</b>	<b>\$ 367,227</b>	<b>\$ 400,487</b>
<u>Services and Supplies</u>			
7410 Administrative Services	136,146	152,236	159,586
7510 Professional Services	59,639	83,665	77,899
7610 Outside Services	25,186	26,151	26,399
7640 Utilities	250	15,500	500
7650 Travel, Training, and Mileage	154	4,885	5,860
7660 Office Expense	16,193	29,558	29,718
7670 Miscellaneous Expense	919	1,239	1,325
7670 Miscellaneous Expense	1,650	2,205	5,592
7780 General Equipment/Structures	2,868	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 243,005</b>	<b>\$ 315,439</b>	<b>\$ 306,879</b>
<u>Designation of Funds</u>			
OCTAP Operations	229,655	7,497	37,466
<b>Subtotal Designation of Funds</b>	<b>\$ 229,655</b>	<b>\$ 7,497</b>	<b>\$ 37,466</b>
<b>Total Uses</b>	<b>\$ 818,968</b>	<b>\$ 690,163</b>	<b>\$ 744,832</b>

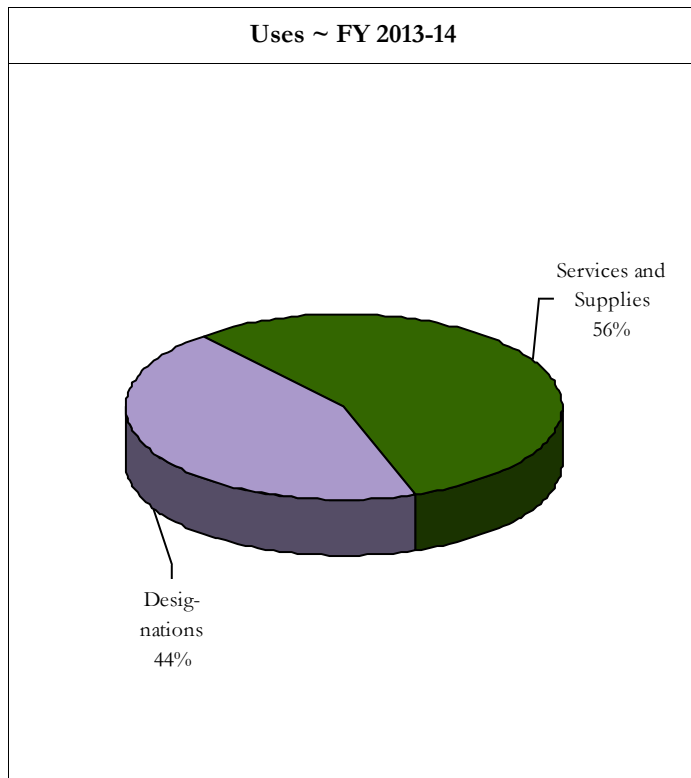


# Motorist & Taxi Services Fund Group

## Service Authority for Abandoned Vehicles



Sources	Amount
Taxes	10,000
<b>Total Sources</b>	<b>\$ 10,000</b>



Uses	Amount
Services and Supplies	5,571
Designations	4,429
<b>Total Uses</b>	<b>\$ 10,000</b>

**Service Authority for Abandoned Vehicles (SAAV) Fund Narrative**

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

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

**Service Authority for Abandoned Vehicles Sources & Uses**

<b>Sources Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
6101 Taxes	-32,475	80,000	10,000
6200 Interest Income	29,091	6,725	0
<b>Subtotal Revenues</b>	<b>\$ -3,384</b>	<b>\$ 86,725</b>	<b>\$ 10,000</b>
Use of Reserves	2,294,950	716,010	0
<b>Total Sources</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>

<b>Uses Summary</b>			
<b>Description</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
7400 Management Fee Expense	0	0	0
7500 Professional Services	7,087	102,585	5,545
7600 General and Administrative	30	150	26
7800 Contributions to Other Agencies	2,286,073	700,000	0
8200 Operating Transfers Out	-1,624	0	0
<b>Subtotal Expenses</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 5,571</b>
Designations	0	0	4,429
<b>Total Uses</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>

## Motorist & Taxi Services Fund Group

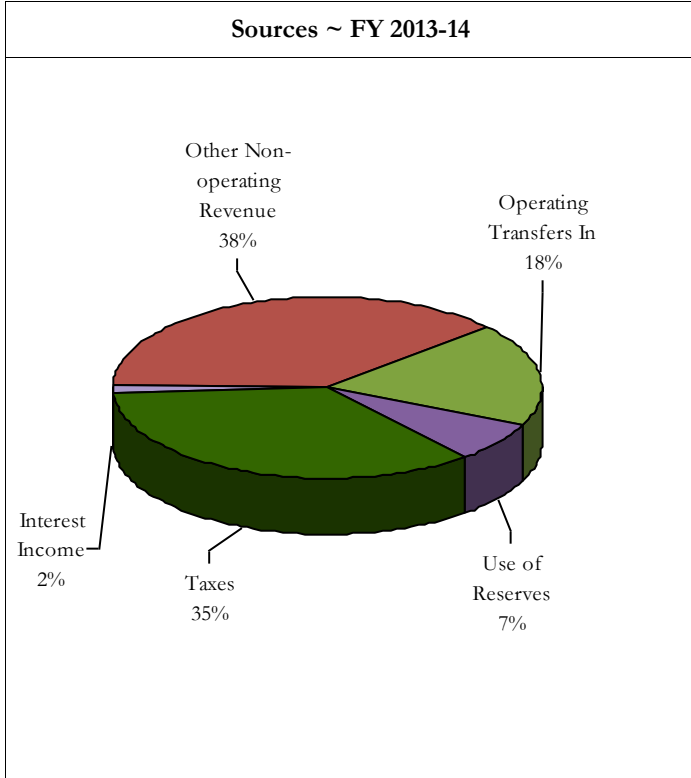
### Service Authority for Abandoned Vehicles - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6100 Taxes	-32,475	80,000	10,000
6200 Interest Income	29,091	6,725	0
<b>Subtotal Revenues</b>	<b>\$ -3,384</b>	<b>\$ 86,725</b>	<b>\$ 10,000</b>
SAAV Operations	2,294,950	716,010	0
<b>Subtotal Use of Reserves</b>	<b>\$ 2,294,950</b>	<b>\$ 716,010</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>

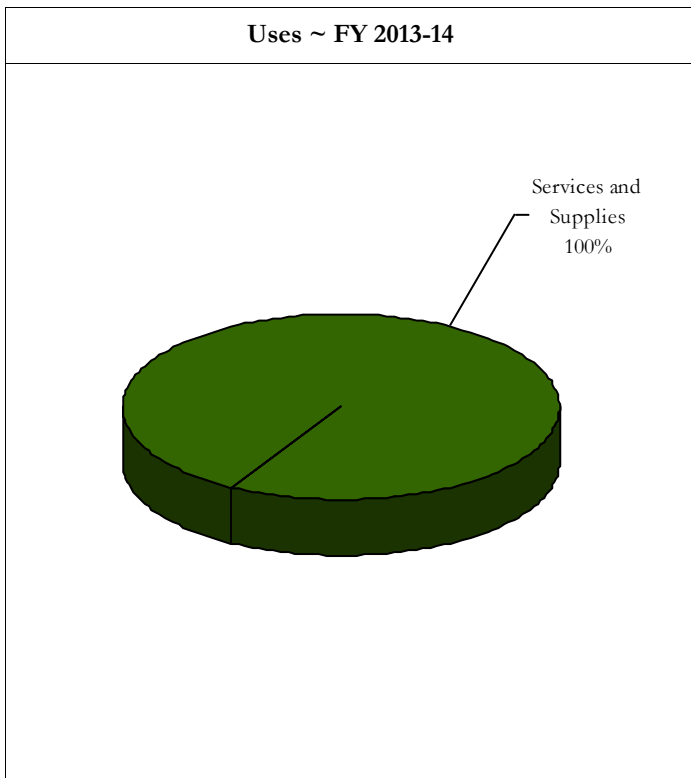
### Service Authority for Abandoned Vehicles - Expenses & Designations

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7510 Professional Services	7,087	102,585	5,545
7660 Office Expense	0	0	26
7670 Miscellaneous Expense	30	150	0
7830 Contributions to Other Agencies	2,286,073	700,000	0
8210 Operating Transfers Out	-1,624	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 5,571</b>
<u>Designation of Funds</u>			
SAAV Operations	0	0	4,429
<b>Subtotal Designation of Funds</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 4,429</b>
<b>Total Uses</b>	<b>\$ 2,291,566</b>	<b>\$ 802,735</b>	<b>\$ 10,000</b>

**Service Authority for Freeway Emergencies**



Sources	Amount
Taxes	2,459,581
Interest Income	105,852
Other Non-operating Revenue	2,652,075
Operating Transfers In	1,264,458
Use of Reserves	514,191
<b>Total Sources</b>	<b>\$ 6,996,157</b>



Uses	Amount
Services and Supplies	6,996,157
<b>Total Uses</b>	<b>\$ 6,996,157</b>

## Motorist & Taxi Services Fund Group

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

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

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

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

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

### Service Authority for Freeway Emergencies Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6050 Reimbursement from Other Agencies	94,805	0	0
6101 Taxes	2,610,138	2,447,344	2,459,581
6200 Interest Income	70,854	75,485	105,852
6300 Other Non-operating Revenue	2,657,140	2,614,099	2,652,075
6500 Operating Transfers In	0	3,194,989	1,264,458
<b>Subtotal Revenues</b>	<b>\$ 5,432,937</b>	<b>\$ 8,331,917</b>	<b>\$ 6,481,966</b>
Use of Reserves	33,097	0	514,191
<b>Total Sources</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	510,571	541,047	598,475
7500 Professional Services	4,888,083	6,179,434	6,298,762
7600 General and Administrative	65,758	166,514	92,420
7800 Contributions to Other Agencies	1,622	47,500	6,500
<b>Subtotal Expenses</b>	<b>\$ 5,466,034</b>	<b>\$ 6,934,495</b>	<b>\$ 6,996,157</b>
Designations	0	1,397,422	0
<b>Total Uses</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>

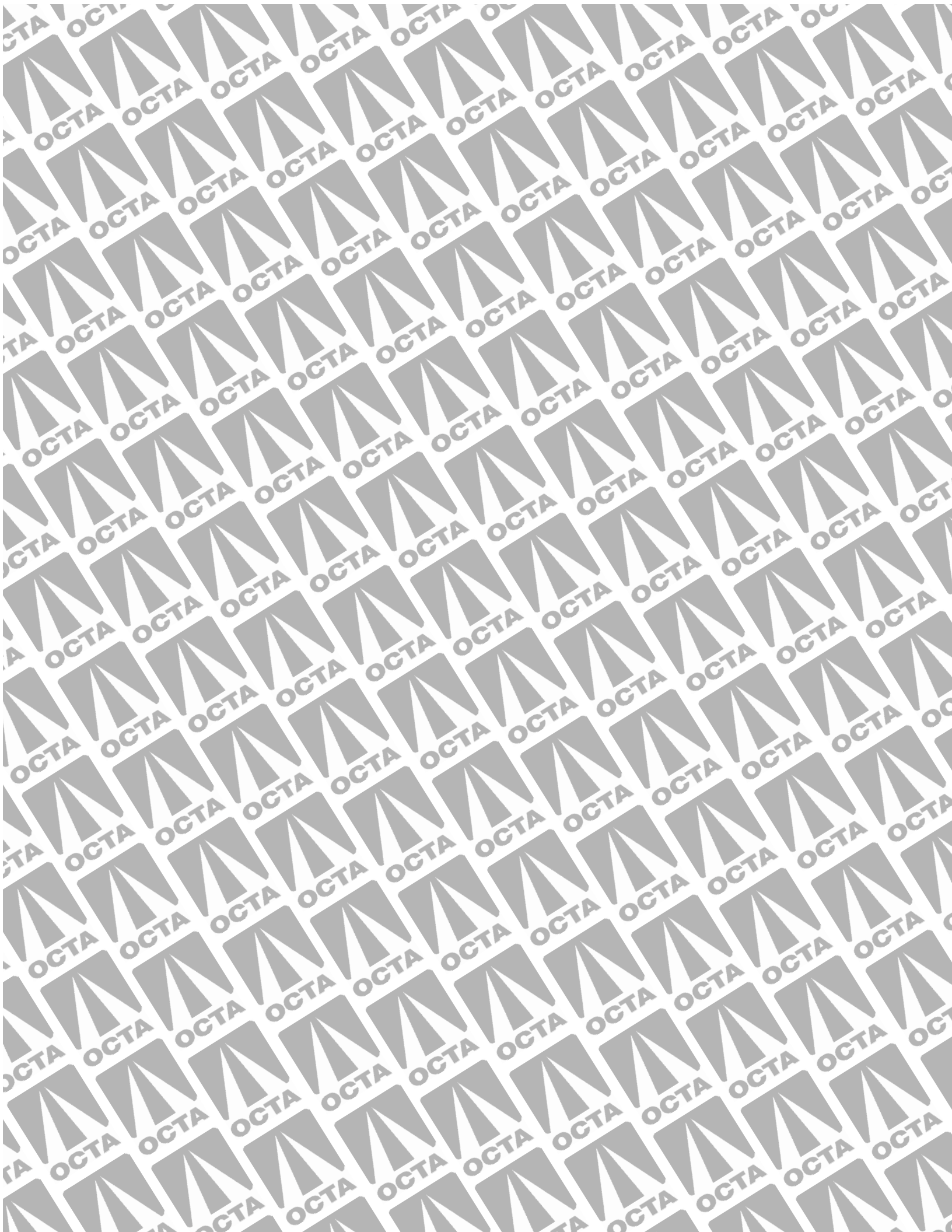
## Motorist & Taxi Services Fund Group

### Service Authority for Freeway Emergencies - Revenues and Reserves

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6050 Other Financial Assistance	94,805	0	0
6100 Taxes	2,610,138	2,447,344	2,459,581
6200 Interest Income	70,854	75,485	105,852
6370 Miscellaneous	2,657,140	2,614,099	2,652,075
6510 Operating Transfers In	0	3,194,989	1,264,458
<b>Subtotal Revenues</b>	<b>\$ 5,432,937</b>	<b>\$ 8,331,917</b>	<b>\$ 6,481,966</b>
Future Freeway Serv. Patrol Service	33,097	0	514,191
<b>Subtotal Use of Reserves</b>	<b>\$ 33,097</b>	<b>\$ 0</b>	<b>\$ 514,191</b>
<b>Total Uses</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>

### Service Authority for Freeway Emergencies - Expenses & Designations

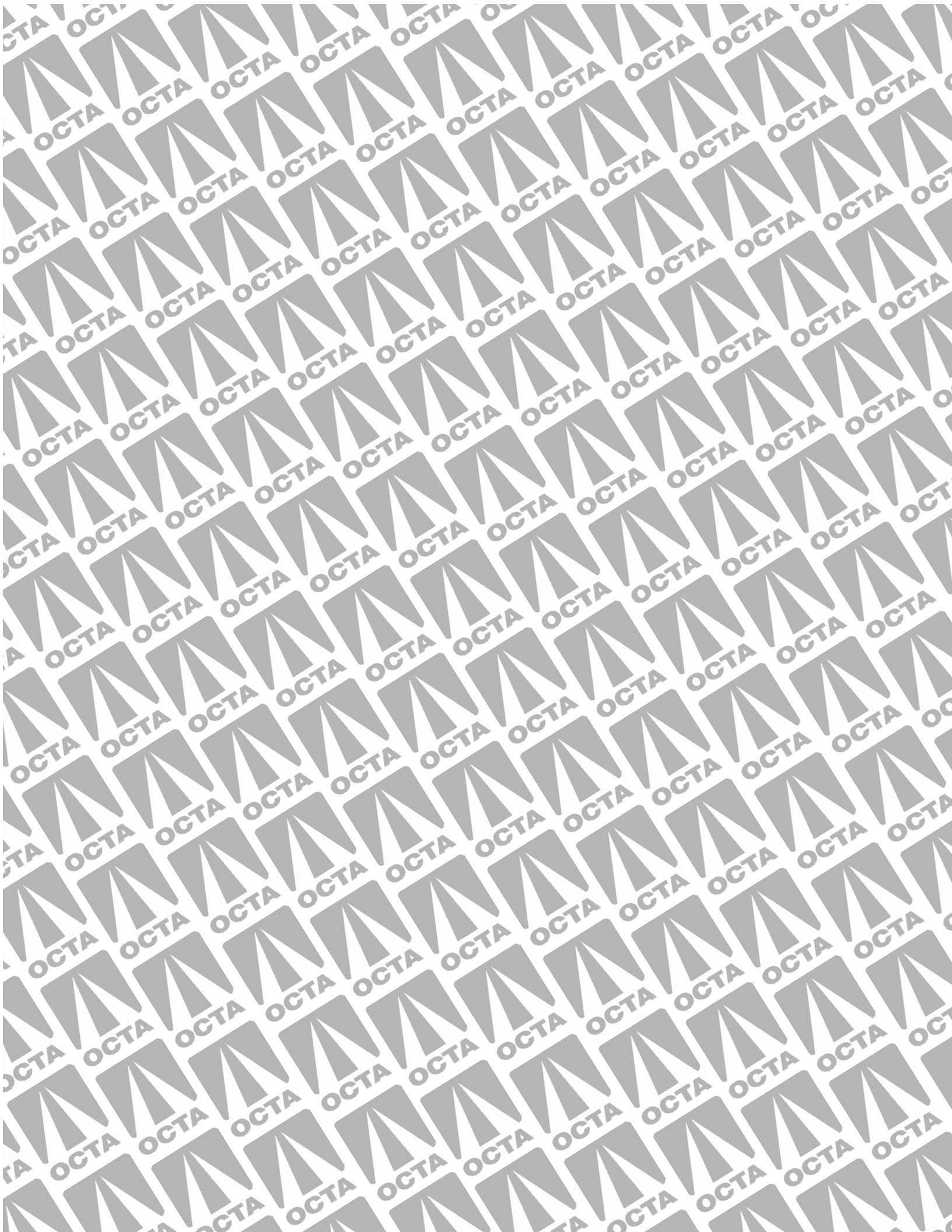
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7410 Administrative Services	510,571	541,047	598,475
7510 Professional Services	81,818	953,563	542,415
7610 Outside Services	4,806,265	5,225,871	5,756,347
7640 Utilities	51,079	106,700	46,800
7650 Travel, Training, and Mileage	2,306	4,885	3,357
7660 Office Expense	3,224	11,500	313
7670 Miscellaneous Expense	1,622	0	6,500
7670 Miscellaneous Expense	1,818	2,150	650
7780 General Equipment/Structures	0	47,500	0
7790 Other Materials and Supplies	7,331	41,279	41,300
<b>Subtotal Services and Supplies</b>	<b>\$ 5,466,034</b>	<b>\$ 6,934,495</b>	<b>\$ 6,996,157</b>
<u>Designation of Funds</u>			
M2 Funds Designated for Future SAFE Projects	0	1,397,422	0
<b>Subtotal Designation of Funds</b>	<b>\$ 0</b>	<b>\$ 1,397,422</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 5,466,034</b>	<b>\$ 8,331,917</b>	<b>\$ 6,996,157</b>



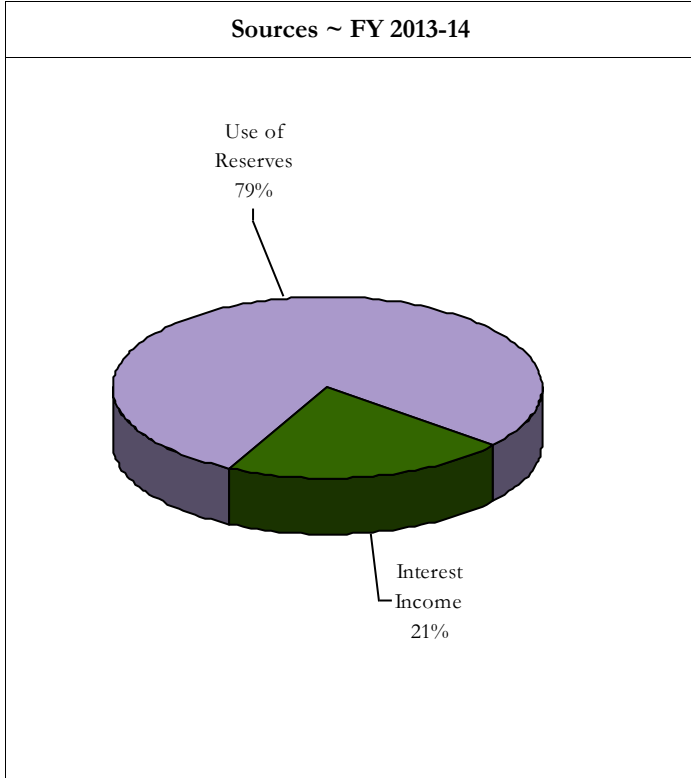
# Capital Projects Fund Group



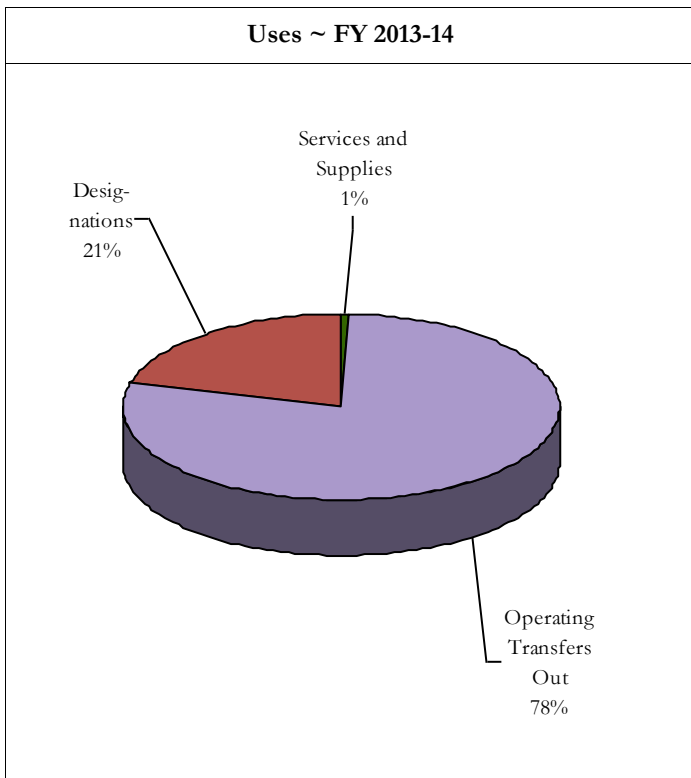




**Orange County Unified Transportation Trust**



Sources	Amount
Interest Income	216,755
Use of Reserves	800,000
<b>Total Sources</b>	<b>\$ 1,016,755</b>



Uses	Amount
Services and Supplies	6,253
Operating Transfers Out	800,000
Designations	210,502
<b>Total Uses</b>	<b>\$ 1,016,755</b>

## Capital Projects Fund Group

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

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

### Orange County Unified Transportation Trust Sources & Uses

Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	457,891	196,699	216,755
6500 Operating Transfers In	636,998	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,094,889</b>	<b>\$ 196,699</b>	<b>\$ 216,755</b>
Use of Reserves	1,974,921	450,000	800,000
<b>Total Sources</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	0	0	0
7500 Professional Services	22,986	6,220	5,940
7600 General and Administrative	0	0	313
8200 Operating Transfers Out	699,192	450,000	800,000
<b>Subtotal Expenses</b>	<b>\$ 722,178</b>	<b>\$ 456,220</b>	<b>\$ 806,253</b>
Designations	2,347,632	190,479	210,502
<b>Total Uses</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

**Orange County Unified Transportation Trust - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
6200 Interest Income	457,891	196,699	216,755
6510 Operating Transfers In	636,998	0	0
<b>Subtotal Revenues</b>	<b>\$ 1,094,889</b>	<b>\$ 196,699</b>	<b>\$ 216,755</b>
I-405 HOV Conversion PA-ED/PS&E	0	75,000	100,000
I-5 HOV Conversion PSR-PR/PS&E	0	75,000	200,000
SR-57 HOV Conversion - Gaps PA-ED/PS&E	0	300,000	500,000
SR-55 HOV Continuous Access Striping	1,974,921	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 1,974,921</b>	<b>\$ 450,000</b>	<b>\$ 800,000</b>
<b>Total Uses</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

**Orange County Unified Transportation Trust - Expenses & Designations**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Services and Supplies</u>			
7510 Professional Services	22,986	6,220	5,940
7660 Office Expense	0	0	313
8210 Operating Transfers Out	699,192	450,000	800,000
<b>Subtotal Services and Supplies</b>	<b>\$ 722,178</b>	<b>\$ 456,220</b>	<b>\$ 806,253</b>
<u>Designation of Funds</u>			
Designated for future OCUTT projects	2,347,632	190,479	210,502
<b>Subtotal Designation of Funds</b>	<b>\$ 2,347,632</b>	<b>\$ 190,479</b>	<b>\$ 210,502</b>
<b>Total Uses</b>	<b>\$ 3,069,810</b>	<b>\$ 646,699</b>	<b>\$ 1,016,755</b>

## Capital Projects Fund Group

### Transit Development Capital Projects Fund Narrative

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

fications project. These bus stop improvements were aimed to make all bus stops ADA accessible for our passengers. There was no activity within this fund in FY 2012-13, nor is activity planned for FY 2013-14.

### Transit Development Capital Project Sources & Uses

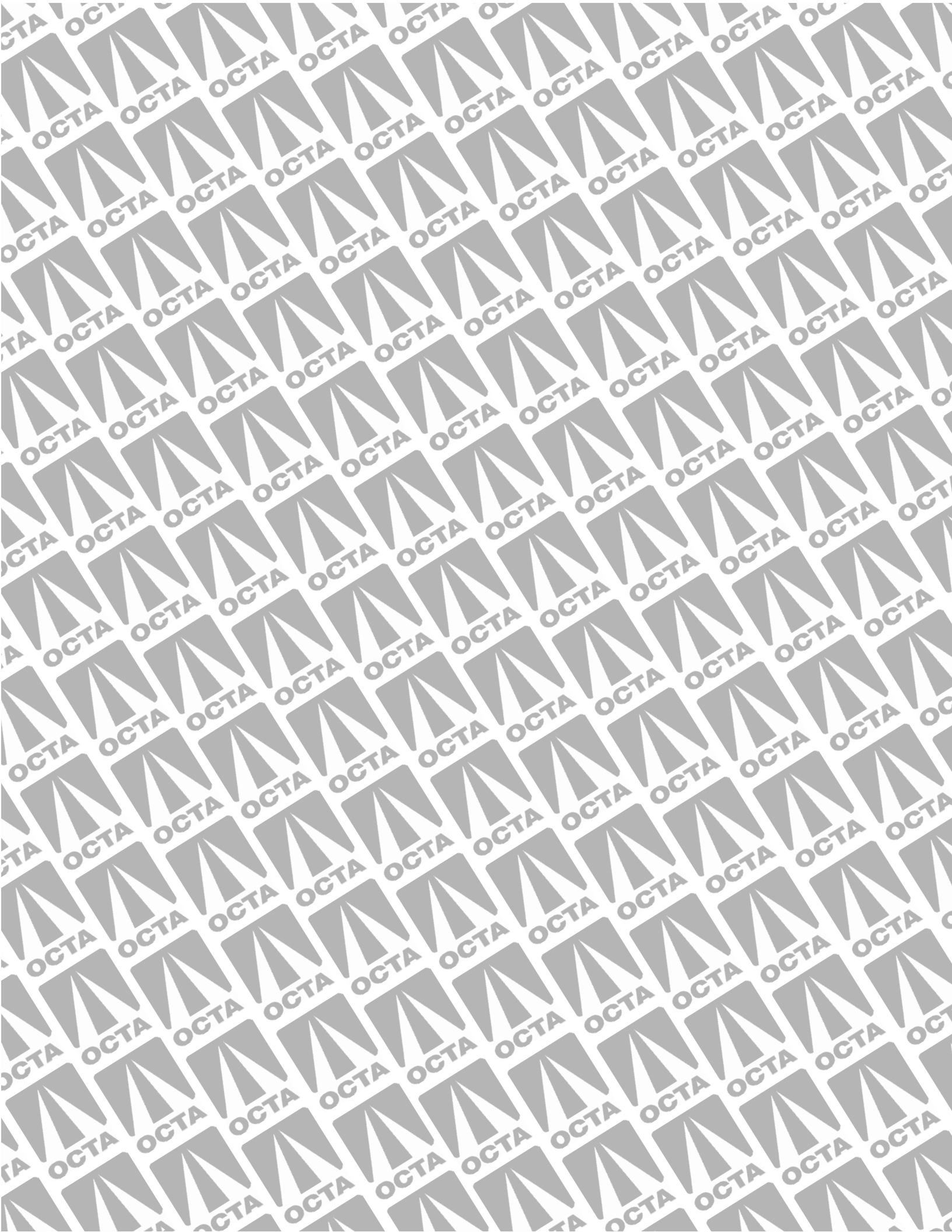
Sources Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Use of Reserves	14,189	0	0
<b>Total Sources</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
Uses Summary			
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
7400 Management Fee Expense	14,189	0	0
<b>Subtotal Expenses</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>

**Transit Development Capital Project - Revenues and Reserves**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Admin Services	14,189	0	0
<b>Subtotal Use of Reserves</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>

**Transit Development Capital Project - Expenses & Designations**

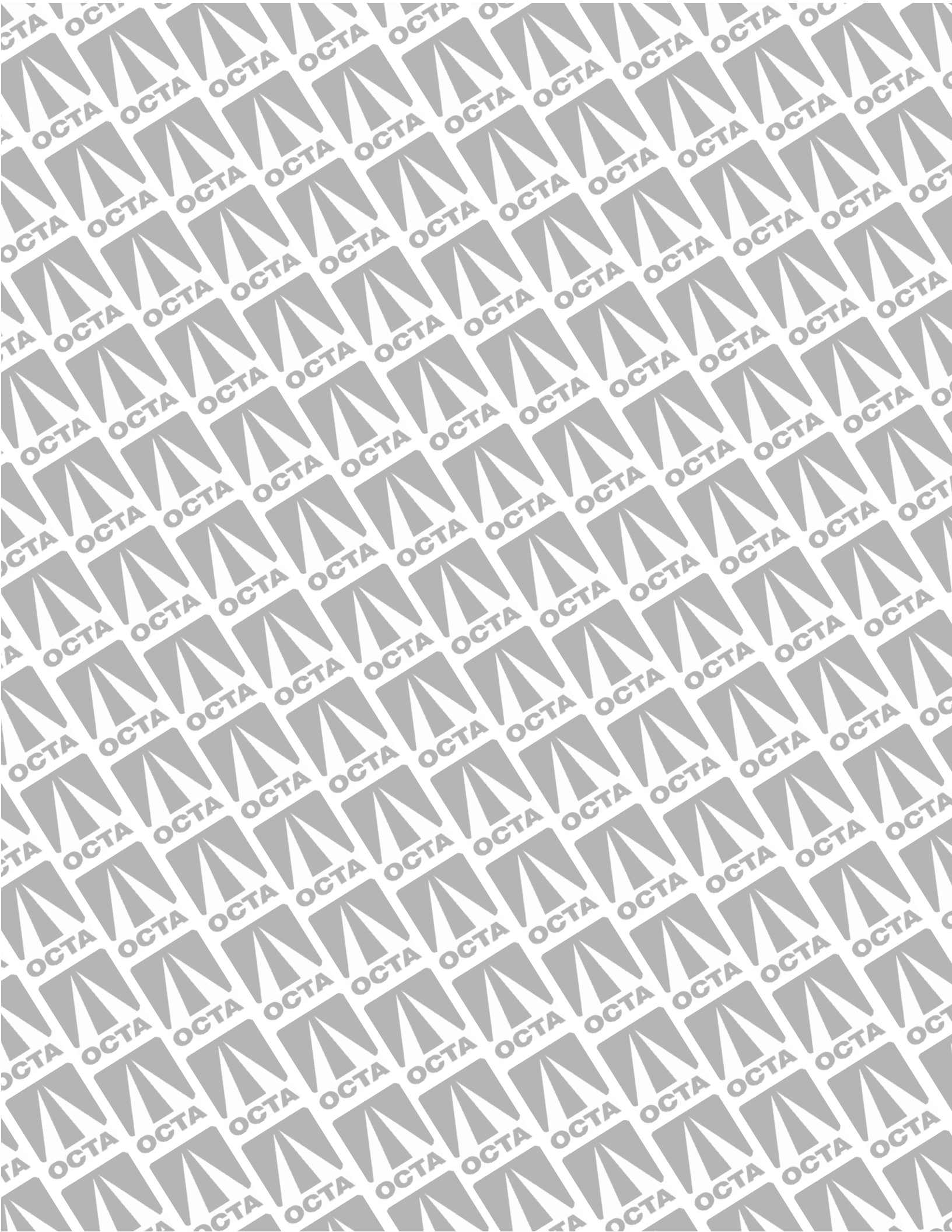
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
Services and Supplies			
7410 Administrative Services	14,189	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 14,189</b>	<b>\$ 0</b>	<b>\$ 0</b>



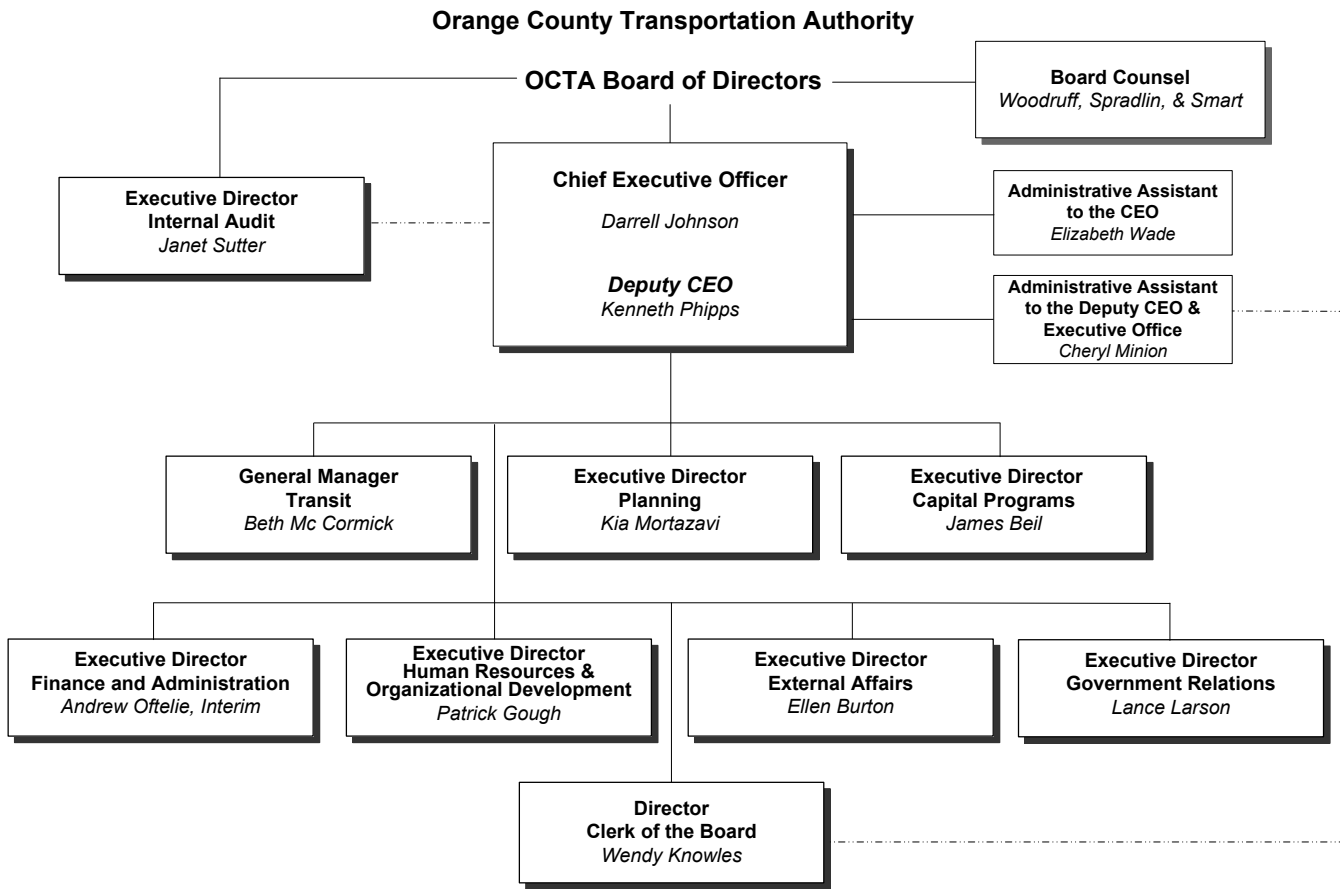
# Executive Office







Division Organizational Chart



### Division Overview

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

#### Organization

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

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

The **Internal Audit Department** is responsible for examining and evaluating financial, administrative, and operational activities and controls of OCTA, supplying management personnel at all levels with information to assist in their control of the assets and operations for which they have a fiduciary responsibility.

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

### Accomplishments Fiscal Year 2012-13

- The Federal Transportation Reauthorization Bill was passed by Congress incorporating key provisions: Breaking Down Barriers, Goods Movement Policy and America Fast Forward.
- Funds allocated for transportation projects in Orange County from the California Transportation Commission for calendar year 2012 were \$213,650,000. OCTA will provide matching funds.
- OCTA presented to the Board the 2012 State Transportation Improvement Program (STIP) Funding recommendations for submittal to the CTC. The CTC approved the final 2012 STIP on March 28, 2012, resulting in a \$247 million program of projects for OCTA.
- OCTA Board approved \$4.7 million in funds for six environmental restoration projects.
- The Los Angeles-San Diego-San Luis Obispo Joint Powers Agreement legislation was approved by the California Legislature in August 2012, and the Governor signed the bill in September 2012.
- OCTA and the City of Anaheim officials broke ground for the Anaheim Regional Transportation Intermodal Center (ARTIC) transportation hub that will connect different transit services.
- The Board approved the release of a request for proposal for vendor services to develop and implement the bike share station pilot program. The Board accepted a competitive grant award of \$224,000, from the Mobile Source Air Pollution Reduction Review Committee (MSRC) to implement OCTA's Bike Share Station Pilot Program. OCTA awarded a contract to Bike Nation as the vendor to implement OCTA's Bike Share Station Pilot Program in the City of Fullerton. The pilot program will place 165 bicycles at 15 stations to be available for customers to ride to major destinations in the area.
- A new 814-space parking structure was opened for commuters at the Fullerton Transportation Center.
- Provided real-time, on-line public access to Board meetings through OCTA's website.
- Maintained on-line Board and Committee agendas, minutes, staff reports, presentations, and associated documents for staff and public access.
- Responded to all requests from the public relative to the California Public Records Act.
- Coordinated all annual, independent financial and agreed upon procedures reviews conducted by Vavrinek, Trine, Day, and Company, LLP (VTD). Five staff reports and 36 related auditor reports were issued on time, delivered

**Accomplishments Fiscal Year FY 2012-13 (continued)**

(as applicable) to the State Controller and Caltrans, and placed on the OCTA Board Agenda for January 28, 2013.

- Procured for, and coordinated, the OCTA State Triennial Review for the fiscal years 2010, 2011, and 2012.
- Assisted the Taxpayers Oversight Committee Audit Subcommittee in developing audit procedures for the Measure M2 Local Fair Share and Project U programs. Also, assisted the Subcommittee in developing agreed upon procedures for the review of the Environmental Mitigation Program (EMP). Results of the EMP review were presented to the Subcommittee in April 2013.

and provide staff with training to ensure professional development.

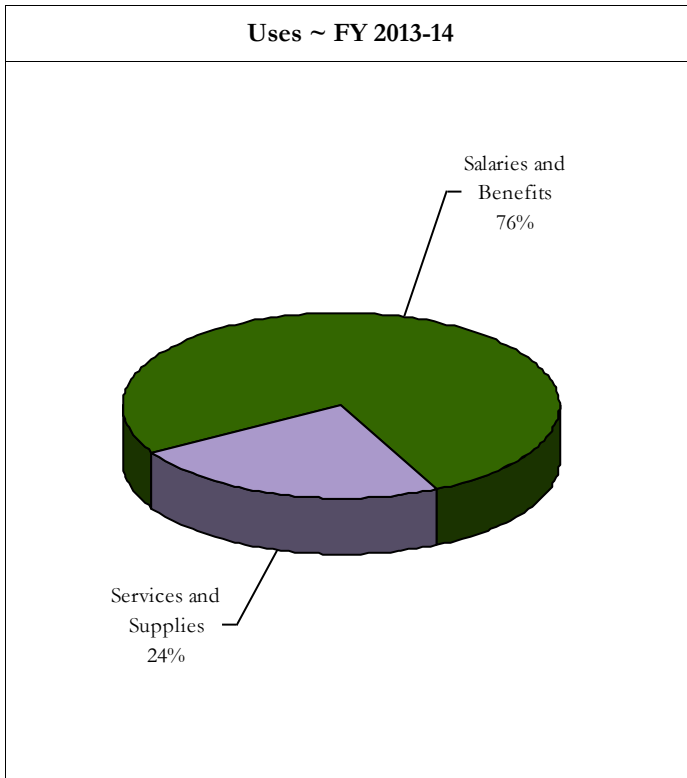
- Assist the Taxpayers Oversight Committee Audit Subcommittee in review of the results of the annual Measure M1 and M2 audits and selected city audits. Provide information to the Subcommittee to assist in selection of cities for audit of FY 2013-14 activities.

**Goals Fiscal Year 2013-14**

- Advance delivery of the M2020 Program.
- Optimize existing transportation systems.
- Create services to meet community and customer needs.
- Safeguard taxpayer transportation dollars.
- Ensure a fiscally sustainable transit system.
- Promote environmentally friendly initiatives.
- Underscore a commitment to health and safety.
- Cultivate a top-notch workforce.
- Provide real-time, on-line public access to Board meetings through OCTA's website.
- Maintain on-line Board and Committee agendas, minutes, staff reports, presentations, and associated documents for staff and public access.
- Receive and process all legal documents served on OCTA.
- Respond to all requests from the public relative to the California Public Records Act.
- Preserve and record OCTA's official and historical records, making them available to the public upon request.
- Coordinate all annual, independent financial and agreed upon procedures reviews and ensure on time, delivery to the OCTA Board, the State Controller and Caltrans.
- Provide coordination and assistance related to the fiscal year 2010, 2011, and 2012, Federal Triennial Review.
- Continue to refine and improve on the Annual Risk Assessment of OCTA projects, programs, and operations. Meet with management to identify critical projects and programs and new initiatives and/or concerns.
- Obtain Board approval of the FY 2013-14 Audit Plan in August 2013; implement the plan and provide quarterly updates no later than one month after quarter-end.
- Achieve productivity goals for staff and department.
- Ensure ongoing quality control in the department

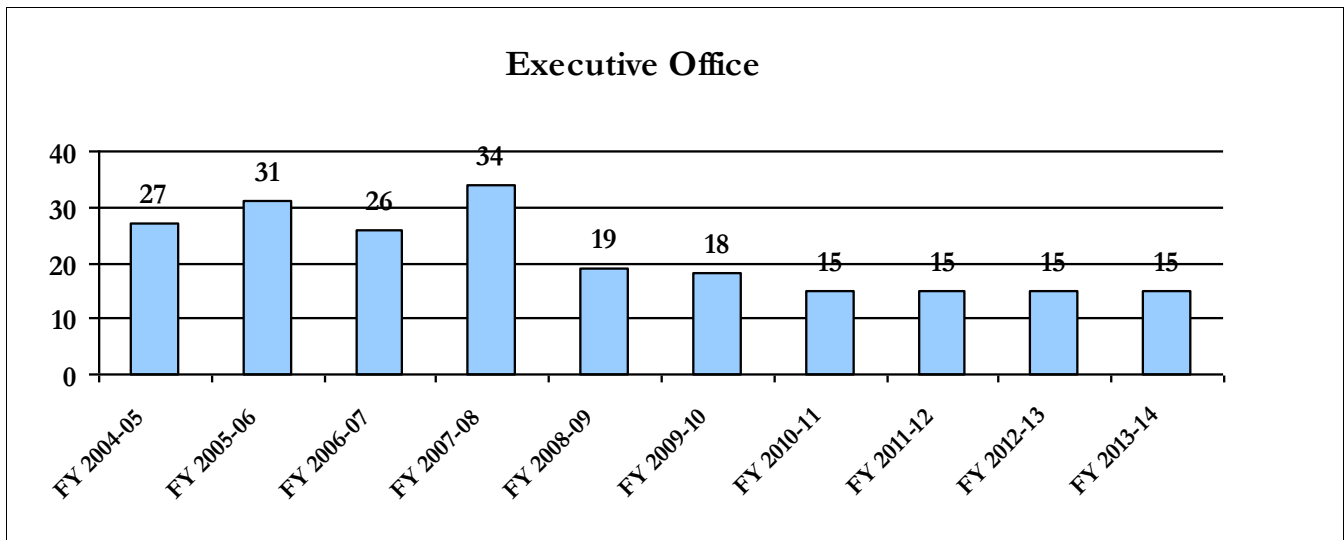
# Executive Office

## Executive Office



Uses	Amount
Salaries and Benefits	\$ 2,806,445
Services and Supplies	879,814
<b>Total Uses</b>	<b>\$ 3,686,259</b>

## Staffing Plan



**Division Staffing**

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Executive Office - CEO	5	5	5
Internal Audit	6	6	6
Clerk of the Board	4	4	4
<b>Total Executive Office</b>	<b>15</b>	<b>15</b>	<b>15</b>

**Division Staffing by Department - Job Family**

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Office - CEO</u>			
Administrative Assistant	2	2	2
Chief Executive Officer	1	1	1
Deputy Executive Officer	1	1	1
Office Specialist	1	1	1
<b>Subtotal Executive Office - CEO</b>	<b>5</b>	<b>5</b>	<b>5</b>
<u>Internal Audit</u>			
Administrative Assistant	1	1	1
Executive Director	1	1	1
Internal Auditor	3	3	3
Section Manager, Senior	1	1	1
<b>Subtotal Internal Audit</b>	<b>6</b>	<b>6</b>	<b>6</b>
<u>Clerk of the Board</u>			
Administrative Specialist	2	2	2
Assistant Clerk of the Board	1	1	1
Director	1	1	1
<b>Subtotal Clerk of the Board</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Total Executive Office</b>	<b>15</b>	<b>15</b>	<b>15</b>

## Executive Office

### Division Expenses

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,327,582	1,310,177	1,374,558
7150 Extra Help Employees	92,800	105,500	105,500
7209 Deferred Compensation	51,427	66,710	61,709
7210 Pensions	438,051	462,086	522,271
7220 Insurances	45,984	42,395	45,274
7240 Health Care	260,653	237,849	222,181
7260 Compensated Absences	157,888	168,664	248,828
7270 Workers Compensation	41,563	26,245	41,310
7280 Other Benefits	121,337	212,193	184,814
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,537,285</b>	<b>\$ 2,631,819</b>	<b>\$ 2,806,445</b>
<u>Services and Supplies</u>			
7510 Professional Services	34,624	375,000	392,035
7610 Outside Services	19,332	24,896	24,700
7640 Utilities	0	0	0
7650 Travel, Training, and Mileage	73,897	93,848	98,856
7660 Office Expense	12,479	10,525	41,058
7670 Miscellaneous Expense	231,396	291,561	323,165
7830 Contributions to Other Agencies	7,815	16,213	0
<b>Subtotal Services and Supplies</b>	<b>\$ 379,543</b>	<b>\$ 812,043</b>	<b>\$ 879,814</b>
<b>Total Uses</b>	<b>\$ 2,916,828</b>	<b>\$ 3,443,862</b>	<b>\$ 3,686,259</b>

### Division Expenses by Department

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
117 Executive Office - CEO	1,057,609	1,066,255	1,173,896
500 Internal Audit	817,368	900,683	955,113
802 Clerk of the Board	662,308	664,881	677,436
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,537,285</b>	<b>\$ 2,631,819</b>	<b>\$ 2,806,445</b>
<u>Services and Supplies</u>			
117 Executive Office - CEO	311,278	318,498	347,407
500 Internal Audit	27,475	399,362	435,802
802 Clerk of the Board	40,790	94,183	96,605
<b>Subtotal Services and Supplies</b>	<b>\$ 379,543</b>	<b>\$ 812,043</b>	<b>\$ 879,814</b>
<b>Total Expenses</b>	<b>\$ 2,916,828</b>	<b>\$ 3,443,862</b>	<b>\$ 3,686,259</b>

**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Office - CEO</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	610,543	570,944	609,276
7209 Deferred Compensation	36,539	47,362	43,929
7210 Pensions	183,218	202,527	231,102
7220 Insurances	17,036	18,118	19,329
7240 Health Care	67,948	87,578	88,631
7260 Compensated Absences	65,974	73,752	110,655
7270 Workers Compensation	17,997	11,475	17,887
7280 Other Benefits	58,354	54,499	53,087
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,057,609</b>	<b>\$ 1,066,255</b>	<b>\$ 1,173,896</b>
<u>Services and Supplies</u>			
7510 Professional Services	24,594	0	10,000
7610 Outside Services	7,026	0	0
7650 Travel, Training, and Mileage	45,708	24,880	28,050
7660 Office Expense	1,979	1,500	1,800
7670 Miscellaneous Expense	224,156	275,905	307,557
7830 Contributions to Other Agency's	7,815	16,213	0
<b>Subtotal Services and Supplies</b>	<b>\$ 311,278</b>	<b>\$ 318,498</b>	<b>\$ 347,407</b>
<b>Executive Office - CEO Total Expenses</b>	<b>\$ 1,368,887</b>	<b>\$ 1,384,753</b>	<b>\$ 1,521,303</b>

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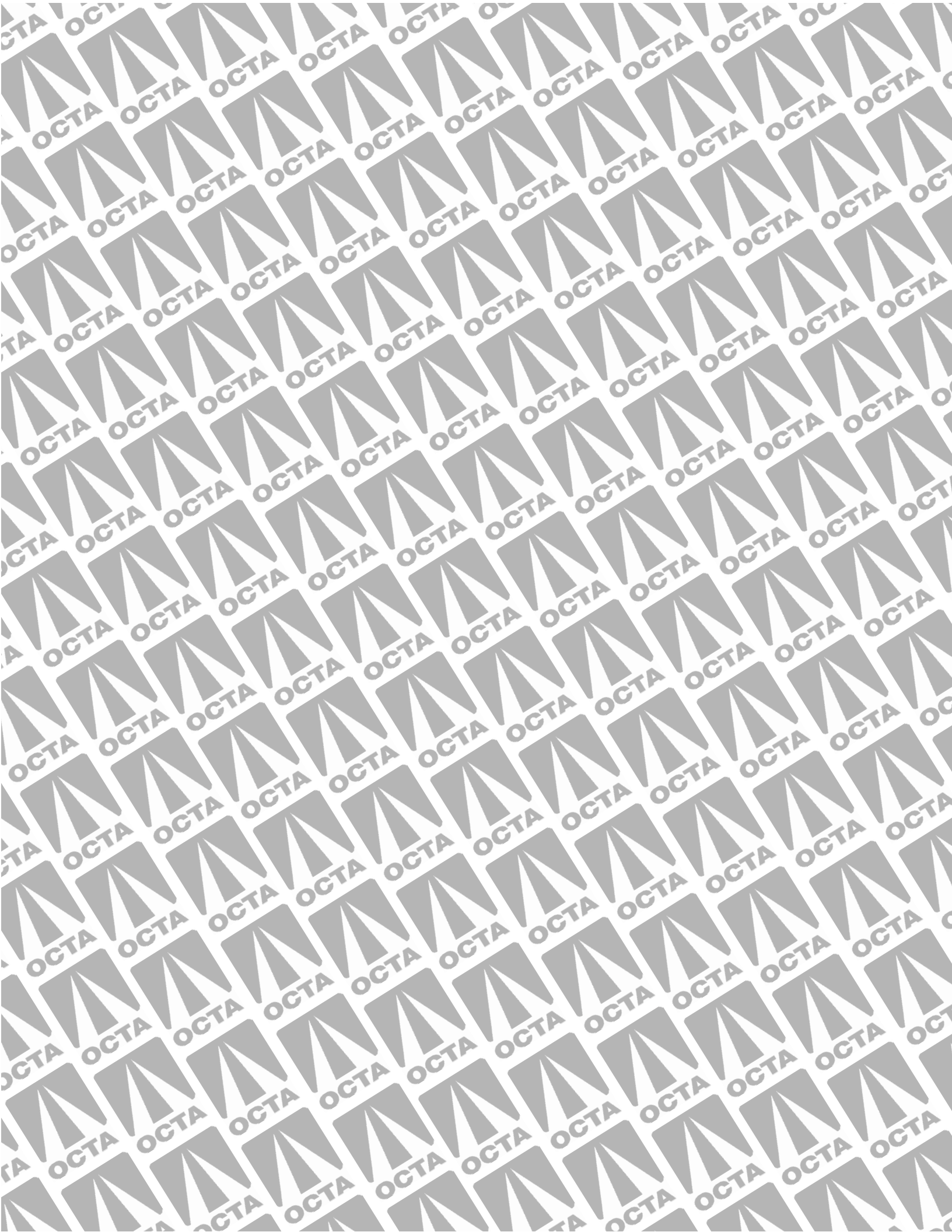
## Executive Office

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Internal Audit</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	478,209	496,633	513,478
7150 Extra Help Employees	0	12,000	12,000
7209 Deferred Compensation	7,435	12,735	9,850
7210 Pensions	164,765	174,235	192,889
7220 Insurances	14,895	15,800	16,965
7240 Health Care	54,305	74,751	64,797
7260 Compensated Absences	51,865	63,997	93,035
7270 Workers Compensation	13,768	9,959	13,685
7280 Other Benefits	32,126	40,573	38,414
<b>Subtotal Salaries and Benefits</b>	<b>\$ 817,368</b>	<b>\$ 900,683</b>	<b>\$ 955,113</b>
<u>Services and Supplies</u>			
7510 Professional Services	10,030	375,000	382,035
7650 Travel, Training, and Mileage	11,059	16,540	18,222
7660 Office Expense	4,508	2,697	32,765
7670 Miscellaneous Expense	1,878	5,125	2,780
<b>Subtotal Services and Supplies</b>	<b>\$ 27,475</b>	<b>\$ 399,362</b>	<b>\$ 435,802</b>
<b>Internal Audit Total Expenses</b>	<b>\$ 844,843</b>	<b>\$ 1,300,045</b>	<b>\$ 1,390,915</b>
<b>Clerk of the Board</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	238,830	242,600	251,804
7150 Extra Help Employees	92,800	93,500	93,500
7209 Deferred Compensation	7,453	6,613	7,930
7210 Pensions	90,068	85,324	98,280
7220 Insurances	14,053	8,477	8,980
7240 Health Care	138,400	75,520	68,753
7260 Compensated Absences	40,049	30,915	45,138
7270 Workers Compensation	9,798	4,811	9,738
7280 Other Benefits	30,857	117,121	93,313
<b>Subtotal Salaries and Benefits</b>	<b>\$ 662,308</b>	<b>\$ 664,881</b>	<b>\$ 677,436</b>
<u>Services and Supplies</u>			
7610 Outside Services	12,306	24,896	24,700
7650 Travel, Training, and Mileage	17,130	52,428	52,584
7660 Office Expense	5,992	6,328	6,493
7670 Miscellaneous Expense	5,362	10,531	12,828
<b>Subtotal Services and Supplies</b>	<b>\$ 40,790</b>	<b>\$ 94,183</b>	<b>\$ 96,605</b>
<b>Clerk of the Board Total Expenses</b>	<b>\$ 703,098</b>	<b>\$ 759,064</b>	<b>\$ 774,041</b>

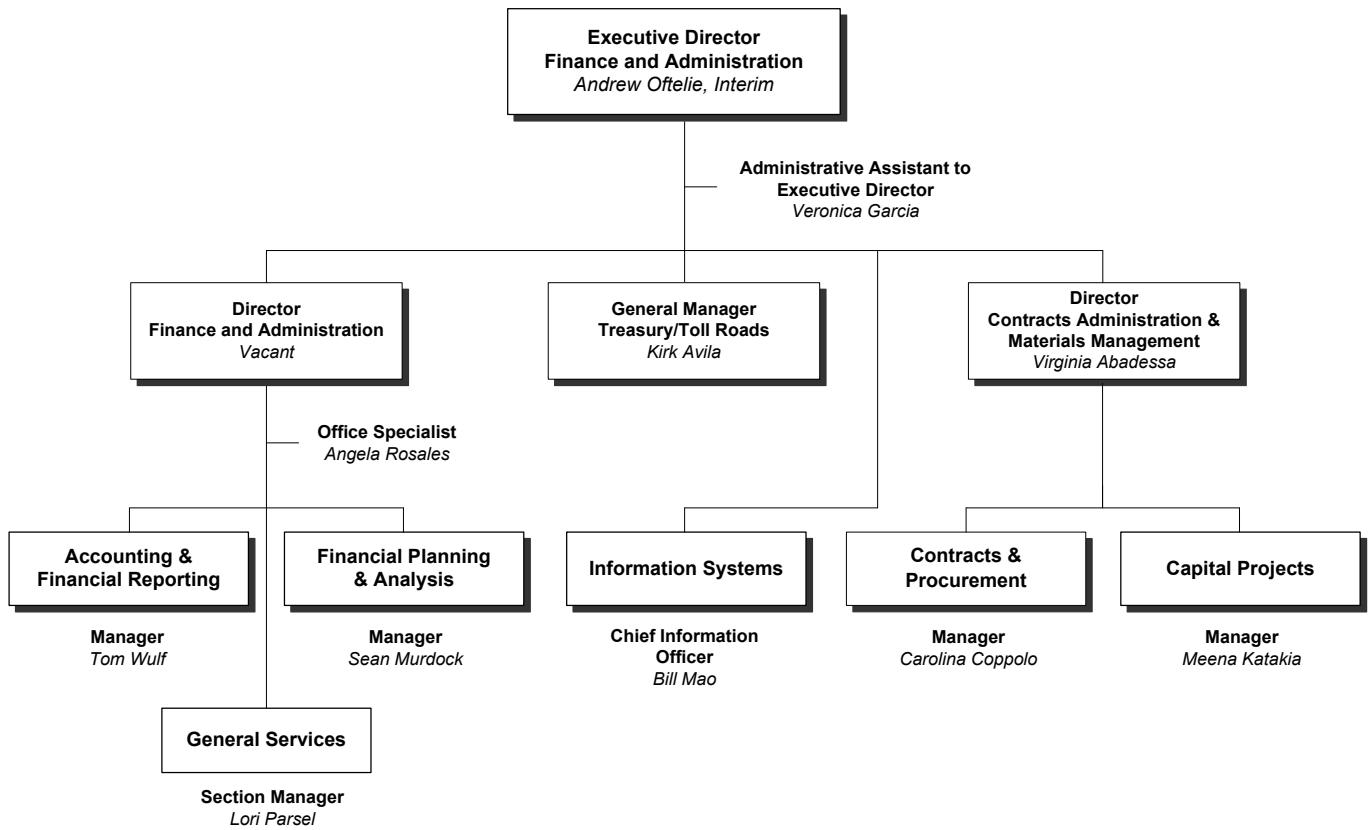
# Finance & Administration





Division Organizational Chart

*Orange County Transportation Authority*  
**Finance and Administration Division**



### Division Overview

The Finance and Administration (F&A) Division supports OCTA's goals and objectives through a wide range of fiduciary and administrative activities. This division analyzes fiscal issues and advises the Board of Directors in the areas of long-term financing, fund planning, annual budget, and compliance with generally accepted accounting standards. Staff works closely with federal, state, and local agencies to ensure the continued and successful receipt of grant funding and compliance with enabling regulations. The division is responsible for contract management, purchasing, and materials management. The Information Systems Department provides guidance for the implementation of technology, while the General Services Section oversees facilities management, records management, and a variety of other support functions.

### Organization

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

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

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

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

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

The **Financial Planning and Analysis Department** is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan (CBP), and fixed asset replacement planning. The department is responsible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, and verifying budget authority for requisitions. The department also ensures that grant reports are completed in a timely and accurate manner to maximize federal and other discretionary funding. In addition, the department oversees the Transportation Development Act (TDA) programs, property tax, gas tax exchange, and senior and disabled fare subsidy programs.

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

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

## Organization (continued)

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

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

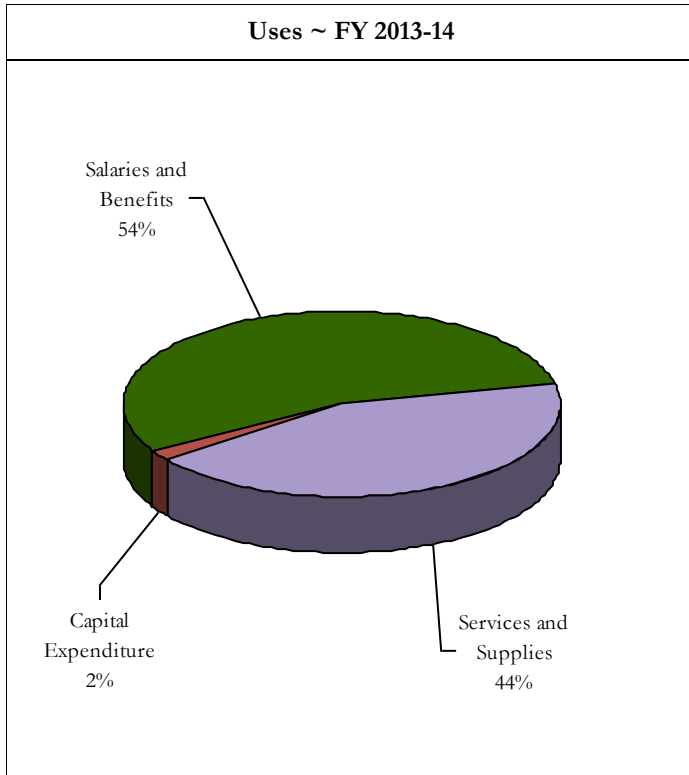
## Accomplishments Fiscal Year 2012-13

- Earned an unqualified audit opinion on the fiscal year 2011-12 financial statements.
- Earned the GFOA Certificate of Achievement for Excellence in Financial Reporting for the fiscal year 2010-11 Comprehensive Annual Financial Report. Conducted small business training workshop in September, focused on businesses becoming certified through the State of California's Small Business Program. Staff from the state's Department of General Services made a presentation about the program and walked attendees through the application process. At the end of the workshop, 40 businesses were registered in the program.
- Won the "Achievement of Excellence in Procurement" award sponsored by the National Purchasing Institute for the second year in a row.
- Implement new SharePoint platform for OCTA Today, the Authority's intranet.
- IS staff continued to support the Radio upgrade Project and ensured full functionality of the Business Intelligence features of its database.
- Continue to meet industry, state and federal data security requirements and implement proactive measures and tools that safeguard OCTA business and customer information.
- Completed a Plan of Finance that addresses the financing needs of the Measure M2 program.
- Secured rating affirmations in the "A" category from the three rating agencies for the 91 Express Lanes debt.
- Executed a five-year lease for the Corona customer service center office.
- Updated cash flows for each of OCTA's programs based on up-to-date assumptions ensuring the long term sustainability of each program, and utilized the assumptions from the base year as the starting point for development of the FY 2013-14 Budget.
- Prepared the FY 2013-14 Annual Budget without an unplanned use of reserves, which is also consistent with the Comprehensive Business Plan and Board approved goals, policies and procedures.
- Continued to maximize OCTA's revenues by effectively administering all revenue programs (5307 grant program, 5309 grant program, TDA, Property Tax, etc.).
- Distributed budget-to-actual variance reports to Executive Management and the Board of Directors on a quarterly basis.
- Earned the Certificate of Achievement for Excellence in Budgeting from the California Society of Municipal Finance Officers for the FY 2012-13 Annual Budget.

### Goals Fiscal Year 2013-14

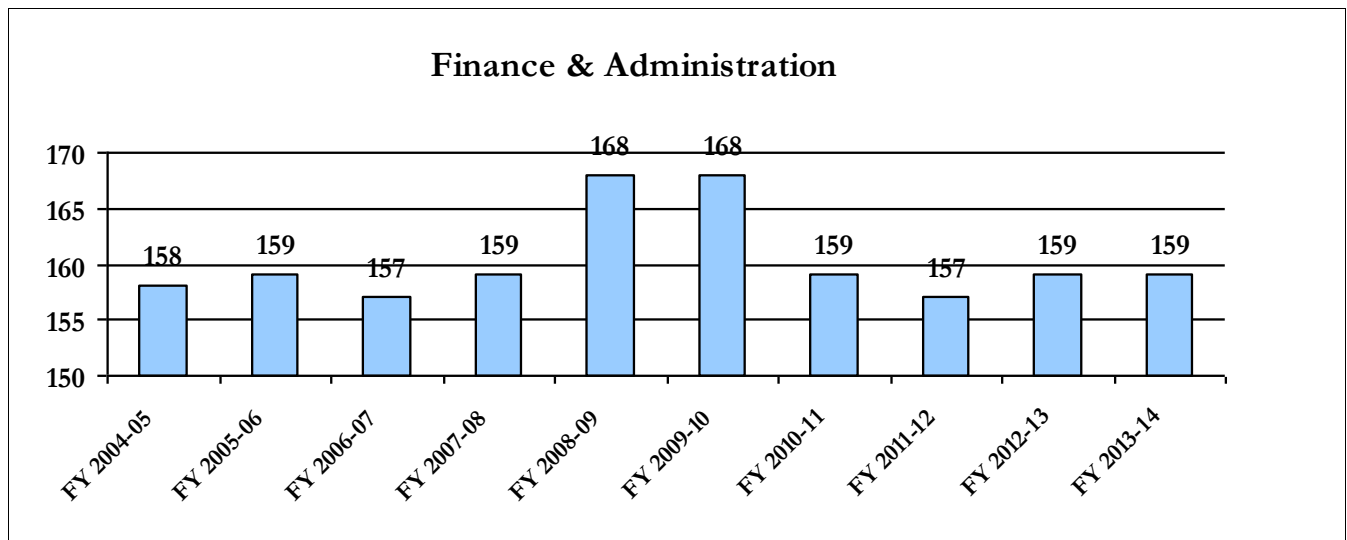
- Earn the GFOA Certificate of Excellence in Financial Reporting for the fiscal year 2011-12 CAFR.
- Complete the fiscal year 2012-13 CAFR that includes audited financial statements earning an unqualified audit opinion.
- Conduct vendor training in an effort to promote opportunities for small businesses.
- Increase the use of small businesses to ensure that at least 25 percent of all OCTA dollars spent go to small businesses.
- Institute electronic records management program.
- Start implementation of HASTUS coach operator scheduling, roster and bus locator system.
- Complete the Radio Project and ensure full functionality of the Business Intelligence features of its database.
- Restructure outstanding 91 Express lanes debt.
- Finalize three-party cooperative agreement with RCTC and Cofroute USA to provide operational and management services for the 91 Express Lanes.
- Secure Board approval of the FY 2014-15 Annual Budget without an unplanned use of reserves, which is also consistent with the Comprehensive Business Plan and Board approved goals, policies, and procedures.
- Maximize OCTA's revenues by effectively administering all revenue programs (5307 grant program, 5309 grant program, TDA, Property Tax, etc.).
- Distribute budget-to-actual variance reports to the Board of Directors on a quarterly basis.
- Earn the Certificate of Achievement for Excellence in Budgeting from the California Society of Municipal Finance Officers for the FY 2013-14 Annual Budget.

**Finance & Administration**



Uses	Amount
Salaries and Benefits	\$ 20,910,243
Services and Supplies	16,682,211
Capital Expenditure	695,000
<b>Total Uses</b>	<b>\$ 38,287,454</b>

**Staffing Plan**





## Finance and Administration

### Division Staffing

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Executive Director, Finance & Admin	4	4	4
Accounting and Financial Reporting	24	24	24
Financial Planning and Analysis	12	12	12
Contracts Administration & Material Management	58	59	59
Information Systems	36	37	37
General Services	18	18	18
Treasury Department	2	2	2
Tollroad	3	3	3
<b>Total Finance &amp; Administration</b>	<b>157</b>	<b>159</b>	<b>159</b>

**Division Staffing by Department - Job Family**

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Director, Finance &amp; Admin</u>			
Administrative Assistant	2	2	2
Director	1	1	1
Executive Director	1	1	1
<b>Subtotal Executive Director, Finance &amp; Admin</b>	<b>4</b>	<b>4</b>	<b>4</b>
<u>Accounting and Financial Reporting</u>			
Accountant	4	4	4
Administrative Specialist	3	4	4
Business Systems Analyst	1	1	1
Department Manager	1	1	1
Grants Technician	1	1	1
Office Specialist	6	6	6
Payroll Administrator	0	0	1
Secretary	1	0	0
Section Manager	5	4	4
Section Manager, Senior	0	0	1
Section Supervisor	1	1	1
Special Assignment	1	2	0
<b>Subtotal Accounting and Financial Reporting</b>	<b>24</b>	<b>24</b>	<b>24</b>
<u>Financial Planning and Analysis</u>			
Department Manager	1	1	1
Financial Analyst	8	8	8
Section Manager	3	3	3
<b>Subtotal Financial Planning and Analysis</b>	<b>12</b>	<b>12</b>	<b>12</b>
<u>Contracts Administration &amp; Material Management</u>			
Administrative Assistant	1	1	1
Business Systems Analyst	1	1	1
Buyer	5	5	4
Contract Administrator	12	13	14
Department Manager	2	2	2
Director	1	1	1
Equipment Parts Clerk	18	18	18
Financial Analyst	1	1	0
Inventory Analyst	1	1	1
Office Specialist	2	2	2
Section Manager	1	1	2
Section Manager, Senior	2	2	2
Section Supervisor	3	4	4
Stockroom Clerk	5	5	5
Warranty Coordinator	3	2	2

## Finance and Administration

### Division Staffing by Department - Job Family

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Information Systems</u>			
Business Systems Analyst	6	7	7
Database Administrator	2	2	1
Department Manager	1	1	1
Help Desk Technician	4	3	3
IS Bus Strategist	1	1	1
IS Project Manager	3	3	4
IS Security Analyst	1	1	2
IS Systems Architect	1	1	1
Network Analyst	2	2	2
Office Specialist	2	2	2
Programmer Analyst	2	2	2
Section Manager	4	4	4
Special Assignment	1	2	0
Systems Software Analyst	5	6	6
Telecommunications Coordinator	1	0	1
<b>Subtotal Information Systems</b>	<b>36</b>	<b>37</b>	<b>37</b>
<u>General Services</u>			
Administrative Specialist	1	1	1
Intranet Specialist	2	2	2
Office Specialist	9	9	9
Offset Printer	1	1	1
Printing Administrator	1	1	1
Section Manager	2	2	2
Section Supervisor	2	2	2
<b>Subtotal General Services</b>	<b>18</b>	<b>18</b>	<b>18</b>
<u>Treasury Department</u>			
Department Manager	1	1	1
Investment Officer	1	1	1
<b>Subtotal Treasury Department</b>	<b>2</b>	<b>2</b>	<b>2</b>
<u>Tollroad</u>			
General Manager	1	1	1
IS Project Manager	1	1	1
Project Manager	0	0	1
Transportation Analyst	1	1	0
<b>Subtotal Tollroad</b>	<b>3</b>	<b>3</b>	<b>3</b>
<b>Total Finance &amp; Administration</b>	<b>157</b>	<b>159</b>	<b>159</b>

**Division Expenses**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	10,280,882	10,545,410	10,870,776
7150 Extra Help Employees	94,079	171,000	187,800
7209 Deferred Compensation	169,743	213,848	249,392
7210 Pensions	3,510,198	3,526,591	3,923,296
7220 Insurances	319,788	343,458	361,296
7240 Health Care	1,929,121	2,374,428	2,363,926
7260 Compensated Absences	1,278,225	1,354,807	1,922,708
7270 Workers Compensation	301,085	216,236	299,233
7280 Other Benefits	660,095	812,116	731,816
<b>Subtotal Salaries and Benefits</b>	<b>\$ 18,543,216</b>	<b>\$ 19,557,894</b>	<b>\$ 20,910,243</b>
<u>Services and Supplies</u>			
7510 Professional Services	2,221,049	3,757,275	3,102,780
7540 Insurance Claims Expense	0	0	0
7610 Outside Services	3,535,381	4,216,997	4,360,015
7630 Advertising Fees	52,336	29,400	38,000
7640 Utilities	2,266,800	2,546,000	2,816,800
7650 Travel, Training, and Mileage	130,995	155,772	173,651
7660 Office Expense	1,043,377	1,909,950	1,294,657
7670 Miscellaneous Expense	113,088	134,957	144,267
7690 Leases	4,283,578	4,348,400	4,580,661
7750 Maintenance Expense	534,365	282,500	132,500
7790 Other Materials and Supplies	16,350	23,700	23,700
7820 Taxes	0	0	0
7830 Contributions to Other Agencies	3,908	0	15,180
<b>Subtotal Services and Supplies</b>	<b>\$ 14,201,227</b>	<b>\$ 17,404,951</b>	<b>\$ 16,682,211</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	578,762	935,850	695,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 578,762</b>	<b>\$ 935,850</b>	<b>\$ 695,000</b>
<b>Total Uses</b>	<b>\$ 33,323,205</b>	<b>\$ 37,898,695</b>	<b>\$ 38,287,454</b>

## Finance and Administration

### Division Expenses by Department

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
100 Executive Director, Finance & Admin	830,481	802,884	857,102
103 Accounting and Financial Reporting	2,536,687	2,638,584	2,834,213
104 Financial Planning and Analysis	1,461,280	1,546,702	1,679,175
106 Contracts Administration & Material Manag	5,872,414	6,381,913	6,812,226
107 Information Systems	5,382,833	5,610,772	6,011,240
108 General Services	1,580,626	1,735,603	1,808,781
110 Treasury Department	282,198	274,391	285,565
111 Tollroad	596,697	567,045	621,941
<b>Subtotal Salaries and Benefits</b>	<b>\$ 18,543,216</b>	<b>\$ 19,557,894</b>	<b>\$ 20,910,243</b>
<u>Services and Supplies</u>			
100 Executive Director, Finance & Admin	643,001	582,916	553,112
103 Accounting and Financial Reporting	825,287	919,086	899,167
104 Financial Planning and Analysis	166,233	177,465	183,177
106 Contracts Administration & Material Manag	841,172	578,277	611,884
107 Information Systems	4,851,371	7,730,261	6,386,086
108 General Services	6,820,200	7,351,797	7,999,913
110 Treasury Department	53,963	64,799	48,522
111 Tollroad	0	350	350
<b>Subtotal Services and Supplies</b>	<b>\$ 14,201,227</b>	<b>\$ 17,404,951</b>	<b>\$ 16,682,211</b>
<u>Capital Expenditure</u>			
107 Information Systems	565,721	670,000	695,000
108 General Services	13,041	265,850	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 578,762</b>	<b>\$ 935,850</b>	<b>\$ 695,000</b>
<b>Total Expenses</b>	<b>\$ 33,323,205</b>	<b>\$ 37,898,695</b>	<b>\$ 38,287,454</b>

**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Director, Finance &amp; Admin</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	451,247	427,063	442,011
7209 Deferred Compensation	16,689	15,485	17,906
7210 Pensions	158,356	152,829	169,165
7220 Insurances	12,815	13,406	14,210
7240 Health Care	77,937	84,954	76,595
7260 Compensated Absences	54,167	55,167	80,275
7270 Workers Compensation	13,463	8,584	13,378
7280 Other Benefits	45,807	45,396	43,562
<b>Subtotal Salaries and Benefits</b>	<b>\$ 830,481</b>	<b>\$ 802,884</b>	<b>\$ 857,102</b>
<u>Services and Supplies</u>			
7510 Professional Services	620,399	569,000	525,000
7610 Outside Services	1,000	0	0
7650 Travel, Training, and Mileage	5,603	2,086	1,912
7660 Office Expense	1,980	2,500	2,500
7670 Miscellaneous Expense	10,111	9,330	8,520
7830 Contributions to Other Agencies	3,908	0	15,180
<b>Subtotal Services and Supplies</b>	<b>\$ 643,001</b>	<b>\$ 582,916</b>	<b>\$ 553,112</b>
<b>Executive Director, Finance &amp; Admin Total Expense</b>	<b>\$ 1,473,482</b>	<b>\$ 1,385,800</b>	<b>\$ 1,410,214</b>
<b>Accounting and Financial Reporting</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,399,550	1,434,654	1,472,511
7209 Deferred Compensation	18,366	24,099	24,768
7210 Pensions	492,720	493,940	543,379
7220 Insurances	44,572	49,139	51,144
7240 Health Care	283,886	332,038	351,527
7260 Compensated Absences	199,722	184,726	266,497
7270 Workers Compensation	40,551	28,740	40,305
7280 Other Benefits	57,320	91,248	84,082
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,536,687</b>	<b>\$ 2,638,584</b>	<b>\$ 2,834,213</b>
<u>Services and Supplies</u>			
7510 Professional Services	51,609	51,400	64,480
7610 Outside Services	602,157	666,100	652,300
7630 Advertising Fees	2,070	1,400	1,000
7650 Travel, Training, and Mileage	14,545	33,164	33,747
7660 Office Expense	149,230	156,575	137,350
7670 Miscellaneous Expense	5,676	10,447	10,290
<b>Subtotal Services and Supplies</b>	<b>\$ 825,287</b>	<b>\$ 919,086</b>	<b>\$ 899,167</b>
<b>Accounting and Financial Reporting Total Expenses</b>	<b>\$ 3,361,974</b>	<b>\$ 3,557,670</b>	<b>\$ 3,733,380</b>

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## Finance and Administration

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Financial Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	846,651	867,326	888,243
7209 Deferred Compensation	14,362	13,479	21,528
7210 Pensions	289,266	298,891	328,173
7220 Insurances	25,471	28,648	30,472
7240 Health Care	104,699	147,324	162,409
7260 Compensated Absences	74,299	111,780	160,956
7270 Workers Compensation	24,512	17,392	24,363
7280 Other Benefits	82,020	61,862	63,031
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,461,280</b>	<b>\$ 1,546,702</b>	<b>\$ 1,679,175</b>
<u>Services and Supplies</u>			
7510 Professional Services	149,167	166,400	164,800
7650 Travel, Training, and Mileage	4,547	5,240	9,780
7660 Office Expense	11,269	4,650	7,297
7670 Miscellaneous Expense	1,250	1,175	1,300
<b>Subtotal Services and Supplies</b>	<b>\$ 166,233</b>	<b>\$ 177,465</b>	<b>\$ 183,177</b>
<b>Financial Planning and Analysis Total Expenses</b>	<b>\$ 1,627,513</b>	<b>\$ 1,724,167</b>	<b>\$ 1,862,352</b>
<b>Contracts Administration &amp; Material Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,260,590	3,497,892	3,592,428
7150 Extra Help Employees	48,114	69,000	69,000
7209 Deferred Compensation	44,771	65,490	76,392
7210 Pensions	1,054,470	1,088,209	1,226,311
7220 Insurances	102,807	109,575	114,769
7240 Health Care	643,947	804,378	803,687
7260 Compensated Absences	458,455	447,351	606,182
7270 Workers Compensation	96,138	75,041	95,547
7280 Other Benefits	163,122	224,977	227,910
<b>Subtotal Salaries and Benefits</b>	<b>\$ 5,872,414</b>	<b>\$ 6,381,913</b>	<b>\$ 6,812,226</b>
<u>Services and Supplies</u>			
7510 Professional Services	158,615	100,000	150,000
7610 Outside Services	24,442	82,500	194,400
7630 Advertising Fees	50,266	28,000	37,000
7650 Travel, Training, and Mileage	9,205	13,842	20,114
7660 Office Expense	11,956	10,700	12,000
7670 Miscellaneous Expense	53,448	60,235	65,370
7750 Maintenance Expense	530,959	275,000	125,000
7790 Other Materials and Supplies	2,281	8,000	8,000
<b>Subtotal Services and Supplies</b>	<b>\$ 841,172</b>	<b>\$ 578,277</b>	<b>\$ 611,884</b>
<b>Contracts Administration &amp; Material Management T</b>	<b>\$ 6,713,586</b>	<b>\$ 6,960,190</b>	<b>\$ 7,424,110</b>

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**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Information Systems</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,029,487	3,066,207	3,151,874
7150 Extra Help Employees	10,241	37,000	53,800
7209 Deferred Compensation	50,752	64,542	74,303
7210 Pensions	1,070,574	1,057,029	1,163,589
7220 Insurances	90,826	98,852	103,008
7240 Health Care	496,794	632,192	615,088
7260 Compensated Absences	337,758	394,793	569,697
7270 Workers Compensation	88,209	61,429	87,663
7280 Other Benefits	208,192	198,728	192,218
<b>Subtotal Salaries and Benefits</b>	<b>\$ 5,382,833</b>	<b>\$ 5,610,772</b>	<b>\$ 6,011,240</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,065,702	2,637,975	1,727,000
7610 Outside Services	2,547,686	3,064,033	3,064,700
7640 Utilities	640,271	739,700	986,800
7650 Travel, Training, and Mileage	87,632	84,046	84,209
7660 Office Expense	507,547	1,200,967	519,650
7670 Miscellaneous Expense	2,533	3,540	3,727
<b>Subtotal Services and Supplies</b>	<b>\$ 4,851,371</b>	<b>\$ 7,730,261</b>	<b>\$ 6,386,086</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	565,721	670,000	695,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 565,721</b>	<b>\$ 670,000</b>	<b>\$ 695,000</b>
<b>Information Systems Total Expenses</b>	<b>\$ 10,799,925</b>	<b>\$ 14,011,033</b>	<b>\$ 13,092,326</b>

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## Finance and Administration

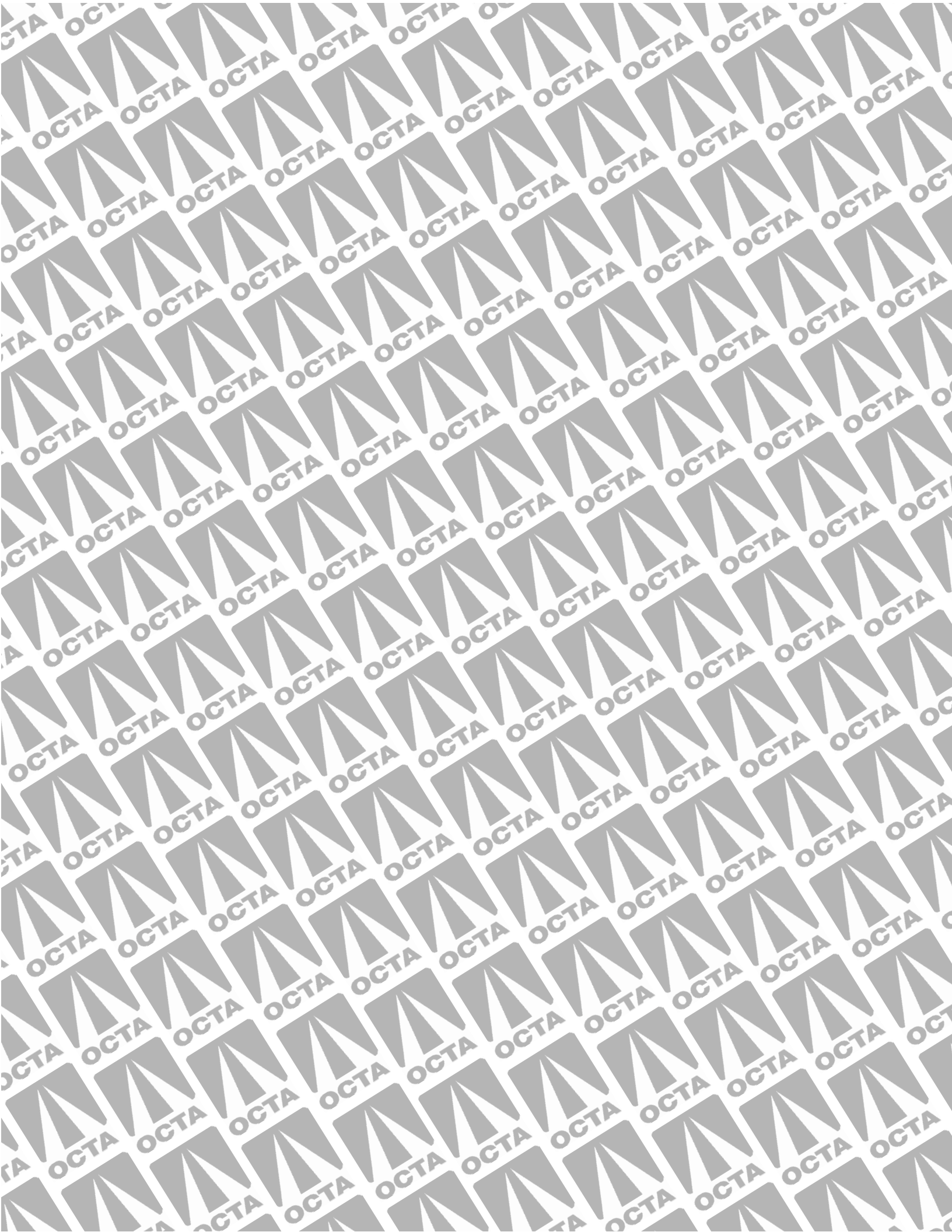
### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>General Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	793,484	796,431	847,245
7150 Extra Help Employees	35,724	65,000	65,000
7209 Deferred Compensation	7,480	12,962	14,212
7210 Pensions	280,444	275,583	313,502
7220 Insurances	29,528	29,155	32,216
7240 Health Care	232,395	286,628	275,486
7260 Compensated Absences	117,132	102,106	152,568
7270 Workers Compensation	24,047	15,887	23,899
7280 Other Benefits	60,392	151,851	84,653
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,580,626</b>	<b>\$ 1,735,603</b>	<b>\$ 1,808,781</b>
<u>Services and Supplies</u>			
7510 Professional Services	150,772	216,500	458,500
7610 Outside Services	360,096	404,364	448,615
7640 Utilities	1,626,529	1,806,300	1,830,000
7650 Travel, Training, and Mileage	8,433	14,140	20,592
7660 Office Expense	355,404	519,443	615,745
7670 Miscellaneous Expense	17,913	19,450	22,600
7690 Leases	4,283,578	4,348,400	4,580,661
7750 Maintenance Expense	3,406	7,500	7,500
7790 Other Materials and Supplies	14,069	15,700	15,700
<b>Subtotal Services and Supplies</b>	<b>\$ 6,820,200</b>	<b>\$ 7,351,797</b>	<b>\$ 7,999,913</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	13,041	265,850	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 13,041</b>	<b>\$ 265,850</b>	<b>\$ 0</b>
<b>General Services Total Expenses</b>	<b>\$ 8,413,867</b>	<b>\$ 9,353,250</b>	<b>\$ 9,808,694</b>

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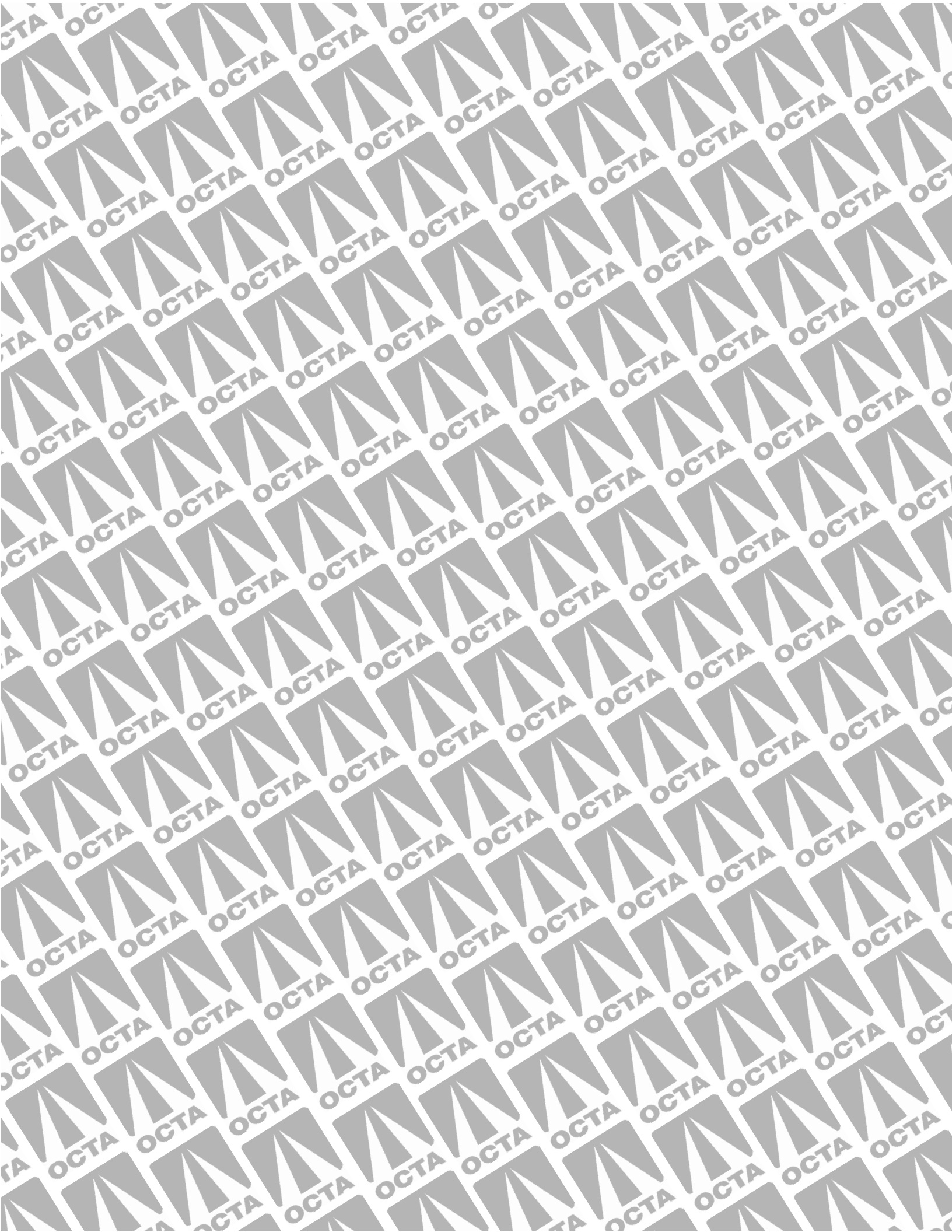
**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Treasury Department</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	151,525	140,394	143,239
7209 Deferred Compensation	3,176	3,040	3,366
7210 Pensions	48,920	48,493	53,041
7220 Insurances	4,228	4,675	4,710
7240 Health Care	49,986	47,930	42,866
7260 Compensated Absences	12,818	18,135	26,014
7270 Workers Compensation	4,173	2,822	4,147
7280 Other Benefits	7,372	8,902	8,182
<b>Subtotal Salaries and Benefits</b>	<b>\$ 282,198</b>	<b>\$ 274,391</b>	<b>\$ 285,565</b>
<u>Services and Supplies</u>			
7510 Professional Services	24,785	16,000	13,000
7650 Travel, Training, and Mileage	1,030	3,254	3,297
7660 Office Expense	5,991	15,115	115
7670 Miscellaneous Expense	22,157	30,430	32,110
<b>Subtotal Services and Supplies</b>	<b>\$ 53,963</b>	<b>\$ 64,799</b>	<b>\$ 48,522</b>
<b>Treasury Department Total Expenses</b>	<b>\$ 336,161</b>	<b>\$ 339,190</b>	<b>\$ 334,087</b>
<b>Tollroad</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	348,348	315,443	333,225
7209 Deferred Compensation	14,147	14,751	16,917
7210 Pensions	115,448	111,617	126,136
7220 Insurances	9,541	10,008	10,767
7240 Health Care	39,477	38,984	36,268
7260 Compensated Absences	23,874	40,749	60,519
7270 Workers Compensation	9,992	6,341	9,931
7280 Other Benefits	35,870	29,152	28,178
<b>Subtotal Salaries and Benefits</b>	<b>\$ 596,697</b>	<b>\$ 567,045</b>	<b>\$ 621,941</b>
<u>Services and Supplies</u>			
7670 Miscellaneous Expense	0	350	350
<b>Subtotal Services and Supplies</b>	<b>\$ 0</b>	<b>\$ 350</b>	<b>\$ 350</b>
<b>Tollroad Total Expenses</b>	<b>\$ 596,697</b>	<b>\$ 567,395</b>	<b>\$ 622,291</b>



# Human Resources & Organizational Development



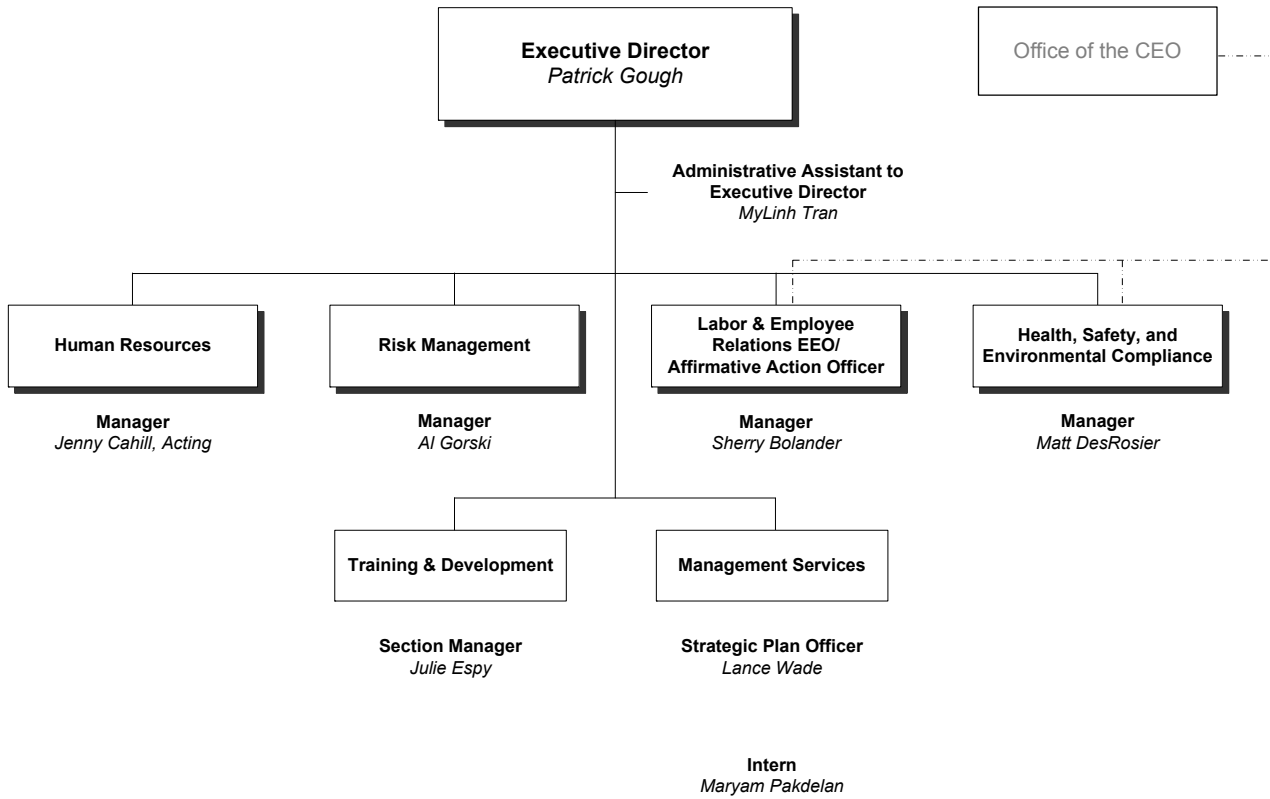


# Human Resources and Organizational Development

## Division Organizational Chart

### Orange County Transportation Authority

### Human Resources & Organizational Development Division



## Division Overview

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

### Organization

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

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

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

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

In addition to the above services, the HR Department serves as an advisor to both the internal and external customer when focusing on human resources issues. The Human Resources Department provides strategic and professional HR service to over 1,500 employees.

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

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

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

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

## Division Overview (continued)

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

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

The Management Services Department works with division and department senior-level management on their plans and performance metrics supporting the division strategies. The Management Services Section is responsible for strategic and business process improvements, performance metrics, and reporting of metrics to all stakeholders on a monthly, quarterly, and annual basis.

## Accomplishments Fiscal Year 2012-13

- Completed an Industrial Hygiene Assessment of all three operating bases to ensure employee exposures are below regulatory thresholds and personal protective equipment is appropriate for required tasks.
- Obtained the Gold Fit Friendly recognition award for the fifth consecutive year from the American Heart Association (2008-2012).
- From July 2012 through March 2013 (9 months) filled over 94 requisitions that involved a variety of hiring activities including 23 promotions, 19 union positions, 22 new college interns and 30 new administrative employees.
- Healthcare renewals were accomplished at an increase of 11.5 percent, under the budgeted 12 percent.
- Continued to implement healthcare reform provisions including collecting data to report the value of employee benefits on the 2012 W-2's. Began analysis of minimum coverage, affordability and establishing the measurement period, stability and administrative periods.
- Commenced collective bargaining agreement negotiations for coach operators.
- Completed and submitted the Title VI Plan and Equal Employment Opportunity/Affirmative Action plan (EEO/AAP) to the Federal Transit Administration (FTA).
- Completed all recall notices to former coach operators who experienced layoff.
- Developed, implemented and reported on the 2012 Chair Initiatives.
- Established a top-down approach for development of the 2012 CEO Initiatives and Action Plan. Reported progress to the OCTA Board of Directors on a quarterly basis.
- Managed Code of Conduct/ Compliance training for 216 employees required to file Statement of Economic Interests, Form 700, by the Fair Political Practices Commission. OCTA is at 100 percent compliance for those employees required to file a Statement of Economic Interests. As a follow up, designed, developed and implemented an Advanced Decision Making/Ethical Decisions course focused on transparency, accountability, and good stewardship of taxpayer dollars for more than 90 high level OCTA employees.
- Created and launched the first Management Development Academy (MDA) focused on providing competency-based training for mid-level management employees. Training focused on the competencies of inspiring and motivating the development of employee skills in driving for results, taking initiative, and building relationships. The Management Development Academy is part of OCTA's overall succession planning efforts to create leadership training for all employee levels.
- Risk Management successfully avoided unpredictable and unfavorable liability trial results by carefully selecting cases to take to trial and cases to resolve informally. The current number of liability cases in litigation is the lowest in fifteen years with no cases taken to trial in FY 2013.
- Risk management enhanced their insurance coverage to provide for the increase in property values and to maintain the \$500,000 self-insured retention level of OCTA's coverage to properly protect Authority property, liability, workers' compensation, crime, cyber liability and 91 Express Lanes Toll Road infrastructure and operations, on time and at only a 9 percent or \$137,707 increase in premium.
- Recovered \$302,108 in Authority property and workers' compensation losses caused by others.

## Goals Fiscal Year 2013-14

- Conduct a 3rd party Peer Review Assessment of OCTA's health, safety, and environmental compliance programs.
- Develop and implement a new employee HSEC computer based training program.
- Implement the required provisions of the Affordable Care Act (ACA) and PEPR.

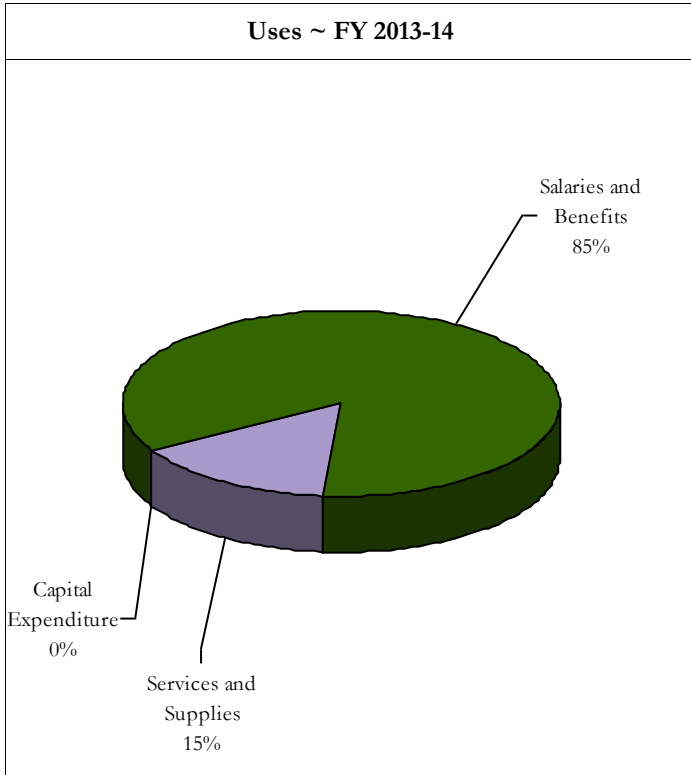


### Goals Fiscal Year 2013-14 (continued)

- Support the Chairman's goal of advancing workforce development and maximizing human capital potential.
- Review total compensation policies and philosophy and implement approved changes.
- Implement new collective bargaining agreement for coach operators and negotiate collective bargaining agreements for maintenance and parts and facilities employees.
- Prepare the annual Equal Employment Opportunity/Affirmative Action Plan (EEO/AAP) and continue to advise and support Title VI required activities.
- Provide on-going support to management and informational employee relations programs and/or counseling. Provide timely investigations of discrimination/harassment complaints and provide appropriate recommendations to management.
- Update and revise the OCTA Strategic Plan and Performance Metrics Program. This is the first biennial revision of the OCTA Strategic Plan
- Develop and deliver to the OCTA Board of Directors the 2013 Chairman of the Board Strategic Initiatives and the CEO Initiatives and Action Plan.
- Continue to support OCTA's succession planning efforts to increase retention and promotability of key management staff by implementing the FY 2013-14 cohort of the Leadership Development Academy.
- Revamp and launch a third cohort of OCTA's Mentor Program to include OCTA interns as well as administrative employees.
- Provide cost-effective insurance coverage to protect OCTA's assets.
- Continue to cost effectively resolve liability claims and reduce liability claims cost.
- Continue to effectively manage the Authority's workers' compensation program and provide quality medical treatment to injured OCTA employees while reducing claims and related costs.

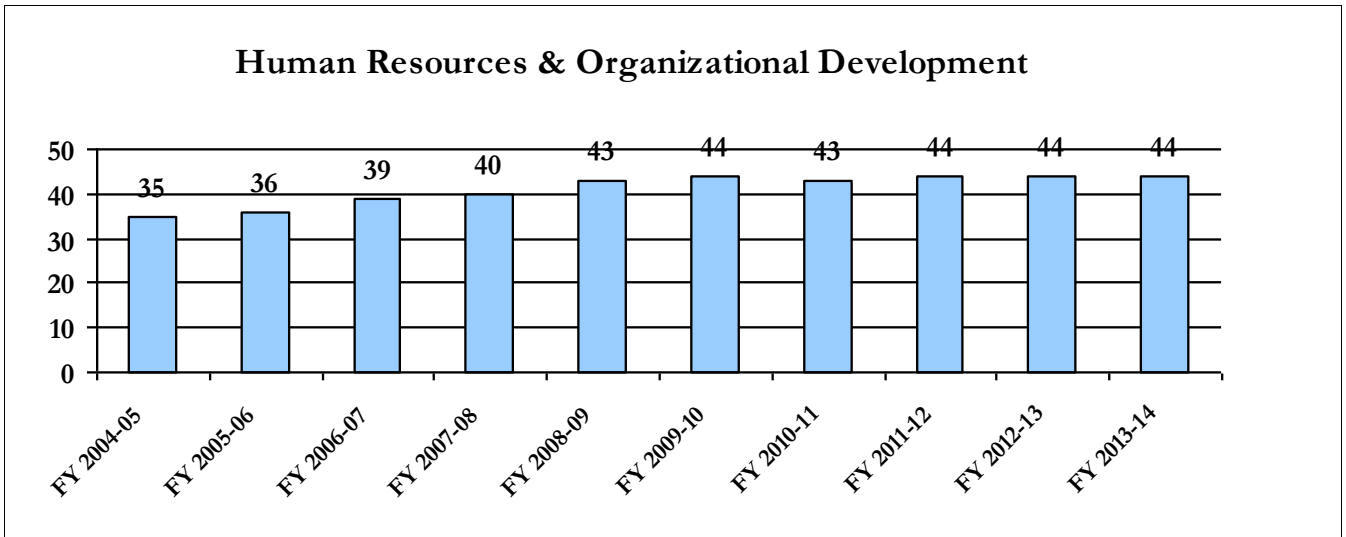
# Human Resources and Organizational Development

## Human Resources & Organizational Development



Uses	Amount
Salaries and Benefits	\$ 6,264,988
Services and Supplies	1,131,639
Capital Expenditure	7,600
<b>Total Uses</b>	<b>\$ 7,404,227</b>

## Staffing Plan



## Human Resources and Organizational Development

### Division Staffing

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Human Resources	19	19	19
Training and Development	4	4	4
Risk Management	7	7	7
Workforce Development	3	2	2
Labor & Employee Relations	5	5	5
Management Services	0	1	1
Safety	6	6	6
<b>Total Human Resources &amp; Organizational Develop</b>	<b>44</b>	<b>44</b>	<b>44</b>

## Human Resources and Organizational Development

### Division Staffing by Department - Job Family

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Human Resources</u>			
Benefit Analyst	3	3	3
Business Systems Analyst	1	1	1
Compensation Analyst	3	3	3
Department Manager	1	1	1
HR Assistant	2	2	2
Human Resources Representative	3	3	3
Office Specialist	4	4	4
Section Manager	2	2	2
<b>Subtotal Human Resources</b>	<b>19</b>	<b>19</b>	<b>19</b>
<u>Training and Development</u>			
Department Manager	1	1	1
Office Specialist	1	1	1
Training & Development Administrator	1	1	1
Training & Development Specialist	1	1	1
<b>Subtotal Training and Development</b>	<b>4</b>	<b>4</b>	<b>4</b>
<u>Risk Management</u>			
Administrative Specialist	2	2	2
Claims Representative	2	2	2
Department Manager	1	1	1
Office Specialist	1	1	1
Section Manager	1	1	1
<b>Subtotal Risk Management</b>	<b>7</b>	<b>7</b>	<b>7</b>
<u>Workforce Development</u>			
Administrative Assistant	1	1	1
Executive Director	1	1	1
Special Assignment	1	0	0
<b>Subtotal Workforce Development</b>	<b>3</b>	<b>2</b>	<b>2</b>
<u>Labor &amp; Employee Relations</u>			
Administrative Specialist	1	1	1
Department Manager	1	1	1
Employee Relations Rep	3	3	3
<b>Subtotal Labor &amp; Employee Relations</b>	<b>5</b>	<b>5</b>	<b>5</b>
<u>Management Services</u>			
Strategic Plan Officer	0	1	1
<b>Subtotal Management Services</b>	<b>0</b>	<b>1</b>	<b>1</b>
<u>Safety</u>			
Department Manager	1	1	1
Safety, Health & Environmental Specialist	4	4	5
Special Assignment	1	1	0
<b>Subtotal Safety</b>	<b>6</b>	<b>6</b>	<b>6</b>
<b>Total Human Resources &amp; Organizational Develo</b>	<b>44</b>	<b>44</b>	<b>44</b>

## Human Resources and Organizational Development

### Division Expenses

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,912,182	3,048,742	3,132,681
7150 Extra Help Employees	68,029	95,000	153,822
7209 Deferred Compensation	72,400	89,155	98,645
7210 Pensions	1,064,383	1,058,763	1,167,976
7220 Insurances	96,465	101,562	105,761
7240 Health Care	549,139	694,977	633,853
7260 Compensated Absences	374,552	393,637	568,667
7270 Workers Compensation	86,367	61,247	94,009
7280 Other Benefits	261,051	333,434	309,574
<b>Subtotal Salaries and Benefits</b>	<b>\$ 5,484,568</b>	<b>\$ 5,876,517</b>	<b>\$ 6,264,988</b>
<u>Services and Supplies</u>			
7510 Professional Services	415,122	625,845	781,021
7610 Outside Services	31,062	32,300	27,756
7630 Advertising Fees	29,826	40,000	41,000
7640 Utilities	0	0	0
7650 Travel, Training, and Mileage	69,842	92,140	94,255
7660 Office Expense	68,154	82,988	87,481
7670 Miscellaneous Expense	49,502	68,573	71,744
7690 Leases	4,506	1,800	3,182
7790 Other Materials and Supplies	19,680	24,760	25,200
<b>Subtotal Services and Supplies</b>	<b>\$ 687,694</b>	<b>\$ 968,406</b>	<b>\$ 1,131,639</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	6,139	0	7,600
<b>Subtotal Capital Expenditure</b>	<b>\$ 6,139</b>	<b>\$ 0</b>	<b>\$ 7,600</b>
<b>Total Uses</b>	<b>\$ 6,178,401</b>	<b>\$ 6,844,923</b>	<b>\$ 7,404,227</b>

## Human Resources and Organizational Development

### Division Expenses by Department

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
112 Human Resources	1,960,941	2,216,440	2,306,248
113 Training and Development	513,501	572,056	617,808
116 Risk Management	819,925	824,785	882,338
119 Workforce Development	648,058	455,129	498,704
120 Labor & Employee Relations	702,881	694,487	779,418
121 Management Services	0	183,850	206,791
804 Safety	839,262	929,770	973,681
<b>Subtotal Salaries and Benefits</b>	<b>\$ 5,484,568</b>	<b>\$ 5,876,517</b>	<b>\$ 6,264,988</b>
<u>Services and Supplies</u>			
112 Human Resources	238,799	385,326	321,357
113 Training and Development	164,943	167,116	169,651
116 Risk Management	9,984	11,946	12,548
119 Workforce Development	7,756	16,229	215,990
120 Labor & Employee Relations	33,632	60,099	64,257
121 Management Services	0	1,700	1,650
804 Safety	232,580	325,990	346,186
<b>Subtotal Services and Supplies</b>	<b>\$ 687,694</b>	<b>\$ 968,406</b>	<b>\$ 1,131,639</b>
<u>Capital Expenditure</u>			
113 Training and Development	0	0	7,600
804 Safety	6,139	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 6,139</b>	<b>\$ 0</b>	<b>\$ 7,600</b>
<b>Total Expenses</b>	<b>\$ 6,178,401</b>	<b>\$ 6,844,923</b>	<b>\$ 7,404,227</b>

## Human Resources and Organizational Development

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Human Resources</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,053,271	1,177,682	1,182,286
7150 Extra Help Employees	0	0	23,990
7209 Deferred Compensation	13,553	22,408	23,240
7210 Pensions	382,347	406,782	438,695
7220 Insurances	35,052	40,092	40,875
7240 Health Care	244,009	312,138	279,860
7260 Compensated Absences	129,508	152,133	214,719
7270 Workers Compensation	30,698	23,670	30,508
7280 Other Benefits	72,503	81,535	72,075
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,960,941</b>	<b>\$ 2,216,440</b>	<b>\$ 2,306,248</b>
<u>Services and Supplies</u>			
7510 Professional Services	148,131	263,481	207,395
7610 Outside Services	3,276	5,000	0
7630 Advertising Fees	29,826	40,000	41,000
7650 Travel, Training, and Mileage	11,631	26,089	24,628
7660 Office Expense	30,437	26,500	24,239
7670 Miscellaneous Expense	15,498	24,256	24,095
<b>Subtotal Services and Supplies</b>	<b>\$ 238,799</b>	<b>\$ 385,326</b>	<b>\$ 321,357</b>
<b>Human Resources Total Expenses</b>	<b>\$ 2,199,740</b>	<b>\$ 2,601,766</b>	<b>\$ 2,627,605</b>
<b>Training and Development</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	228,346	236,756	256,861
7150 Extra Help Employees	13,072	12,000	24,000
7209 Deferred Compensation	2,398	3,931	5,272
7210 Pensions	82,575	82,226	96,015
7220 Insurances	8,347	8,052	8,799
7240 Health Care	44,503	61,226	47,214
7260 Compensated Absences	34,715	30,582	46,652
7270 Workers Compensation	6,960	4,758	6,917
7280 Other Benefits	92,585	132,525	126,078
<b>Subtotal Salaries and Benefits</b>	<b>\$ 513,501</b>	<b>\$ 572,056</b>	<b>\$ 617,808</b>
<u>Services and Supplies</u>			
7510 Professional Services	87,937	102,000	89,500
7650 Travel, Training, and Mileage	36,129	20,751	26,801
7660 Office Expense	27,296	37,000	45,500
7670 Miscellaneous Expense	13,581	7,365	7,850
<b>Subtotal Services and Supplies</b>	<b>\$ 164,943</b>	<b>\$ 167,116</b>	<b>\$ 169,651</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	0	7,600
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 7,600</b>
<b>Training and Development Total Expenses</b>	<b>\$ 678,444</b>	<b>\$ 739,172</b>	<b>\$ 795,059</b>

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## Human Resources and Organizational Development

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Risk Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	450,072	438,410	449,497
7150 Extra Help Employees	0	0	12,000
7209 Deferred Compensation	14,036	14,325	16,929
7210 Pensions	161,226	151,430	166,899
7220 Insurances	13,797	14,797	15,607
7240 Health Care	88,742	112,566	101,217
7260 Compensated Absences	53,293	56,633	81,637
7270 Workers Compensation	12,943	8,813	12,864
7280 Other Benefits	25,816	27,811	25,688
<b>Subtotal Salaries and Benefits</b>	<b>\$ 819,925</b>	<b>\$ 824,785</b>	<b>\$ 882,338</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	6,368	7,698	7,510
7660 Office Expense	2,556	2,888	3,588
7670 Miscellaneous Expense	1,060	1,360	1,450
<b>Subtotal Services and Supplies</b>	<b>\$ 9,984</b>	<b>\$ 11,946</b>	<b>\$ 12,548</b>
<b>Risk Management Total Expenses</b>	<b>\$ 829,909</b>	<b>\$ 836,731</b>	<b>\$ 894,886</b>
<b>Workforce Development</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	356,884	230,914	246,958
7209 Deferred Compensation	27,142	26,870	30,021
7210 Pensions	134,931	82,419	94,192
7220 Insurances	9,899	7,608	7,846
7240 Health Care	41,954	49,033	40,864
7260 Compensated Absences	47,245	29,829	44,850
7270 Workers Compensation	10,381	4,641	10,317
7280 Other Benefits	19,622	23,815	23,656
<b>Subtotal Salaries and Benefits</b>	<b>\$ 648,058</b>	<b>\$ 455,129</b>	<b>\$ 498,704</b>
<u>Services and Supplies</u>			
7510 Professional Services	0	0	200,000
7650 Travel, Training, and Mileage	4,252	11,729	10,780
7660 Office Expense	661	900	1,700
7670 Miscellaneous Expense	1,650	1,600	1,510
7790 Other Materials and Supplies	1,193	2,000	2,000
<b>Subtotal Services and Supplies</b>	<b>\$ 7,756</b>	<b>\$ 16,229</b>	<b>\$ 215,990</b>
<b>Workforce Development Total Expenses</b>	<b>\$ 655,814</b>	<b>\$ 471,358</b>	<b>\$ 714,694</b>

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## Human Resources and Organizational Development

### Department Expenses

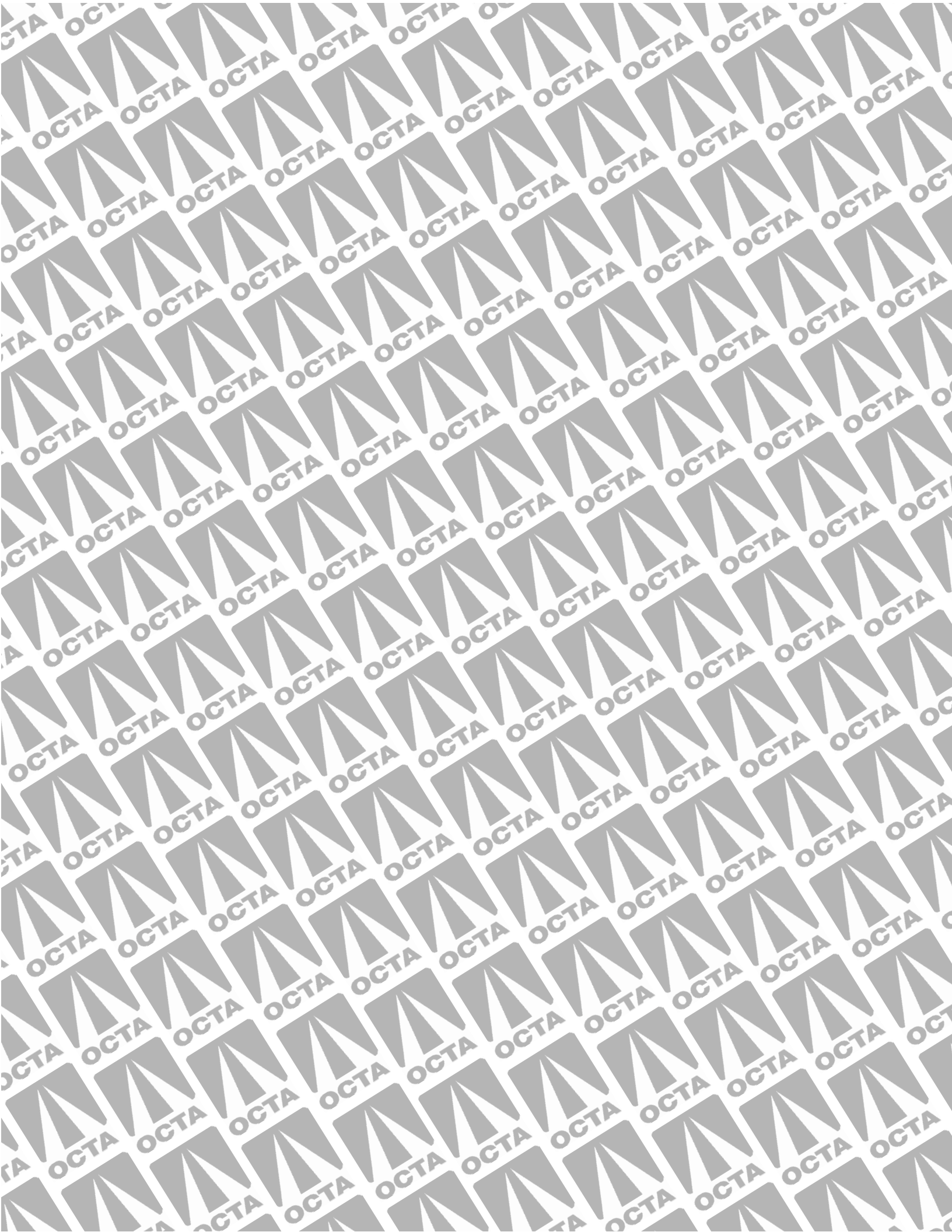
Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Labor &amp; Employee Relations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	391,130	372,799	389,176
7150 Extra Help Employees	28,476	43,000	43,000
7209 Deferred Compensation	8,736	7,079	10,250
7210 Pensions	145,867	129,862	145,167
7220 Insurances	13,250	12,299	13,112
7240 Health Care	34,921	48,944	74,264
7260 Compensated Absences	43,932	47,964	70,406
7270 Workers Compensation	11,982	7,464	11,911
7280 Other Benefits	24,587	25,076	22,132
<b>Subtotal Salaries and Benefits</b>	<b>\$ 702,881</b>	<b>\$ 694,487</b>	<b>\$ 779,418</b>
<u>Services and Supplies</u>			
7510 Professional Services	8,779	31,600	31,600
7610 Outside Services	10,728	10,000	10,000
7650 Travel, Training, and Mileage	4,911	4,814	5,907
7660 Office Expense	3,552	4,500	5,200
7670 Miscellaneous Expense	5,662	9,185	11,550
<b>Subtotal Services and Supplies</b>	<b>\$ 33,632</b>	<b>\$ 60,099</b>	<b>\$ 64,257</b>
<b>Labor &amp; Employee Relations Total Expenses</b>	<b>\$ 736,513</b>	<b>\$ 754,586</b>	<b>\$ 843,675</b>
<b>Management Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	0	106,301	108,689
7150 Extra Help Employees	0	10,000	15,000
7209 Deferred Compensation	0	2,257	2,414
7210 Pensions	0	37,092	40,809
7220 Insurances	0	3,221	3,352
7240 Health Care	0	2,400	2,400
7260 Compensated Absences	0	13,732	19,739
7270 Workers Compensation	0	2,137	8,171
7280 Other Benefits	0	6,710	6,217
<b>Subtotal Salaries and Benefits</b>	<b>\$ 0</b>	<b>\$ 183,850</b>	<b>\$ 206,791</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	0	1,500	1,500
7660 Office Expense	0	200	150
<b>Subtotal Services and Supplies</b>	<b>\$ 0</b>	<b>\$ 1,700</b>	<b>\$ 1,650</b>
<b>Management Services Total Expenses</b>	<b>\$ 0</b>	<b>\$ 185,550</b>	<b>\$ 208,441</b>

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## Human Resources and Organizational Development

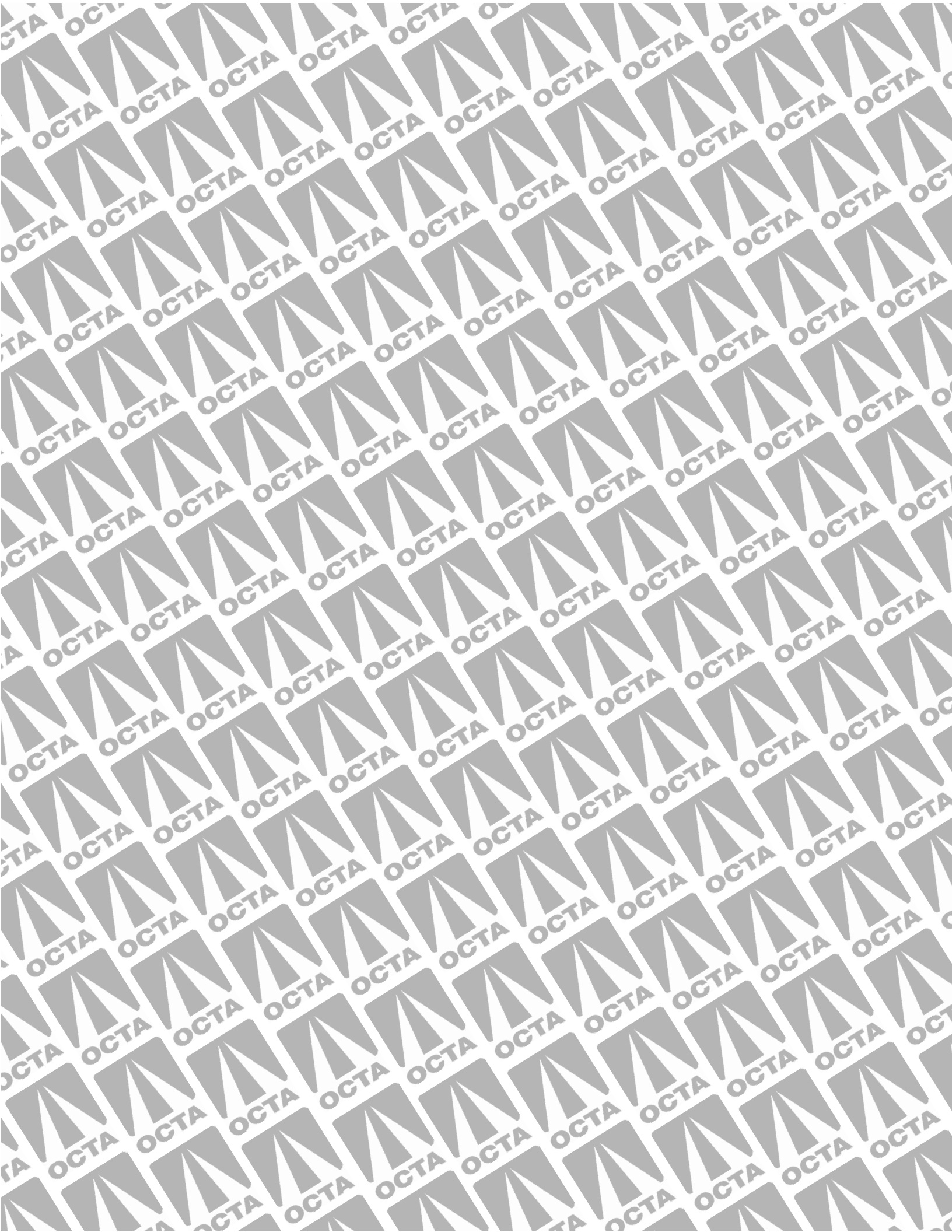
### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Safety</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	432,479	485,880	499,214
7150 Extra Help Employees	26,481	30,000	35,832
7209 Deferred Compensation	6,535	12,285	10,519
7210 Pensions	157,437	168,952	186,199
7220 Insurances	16,120	15,493	16,170
7240 Health Care	95,010	108,670	88,034
7260 Compensated Absences	65,859	62,764	90,664
7270 Workers Compensation	13,403	9,764	13,321
7280 Other Benefits	25,938	35,962	33,728
<b>Subtotal Salaries and Benefits</b>	<b>\$ 839,262</b>	<b>\$ 929,770</b>	<b>\$ 973,681</b>
<u>Services and Supplies</u>			
7510 Professional Services	170,275	228,764	252,526
7610 Outside Services	17,058	17,300	17,756
7650 Travel, Training, and Mileage	6,551	19,559	17,129
7660 Office Expense	3,652	11,000	7,104
7670 Miscellaneous Expense	12,051	24,807	25,289
7690 Leases	4,506	1,800	3,182
7790 Other Materials and Supplies	18,487	22,760	23,200
<b>Subtotal Services and Supplies</b>	<b>\$ 232,580</b>	<b>\$ 325,990</b>	<b>\$ 346,186</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	6,139	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 6,139</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Safety Total Expenses</b>	<b>\$ 1,077,981</b>	<b>\$ 1,255,760</b>	<b>\$ 1,319,867</b>



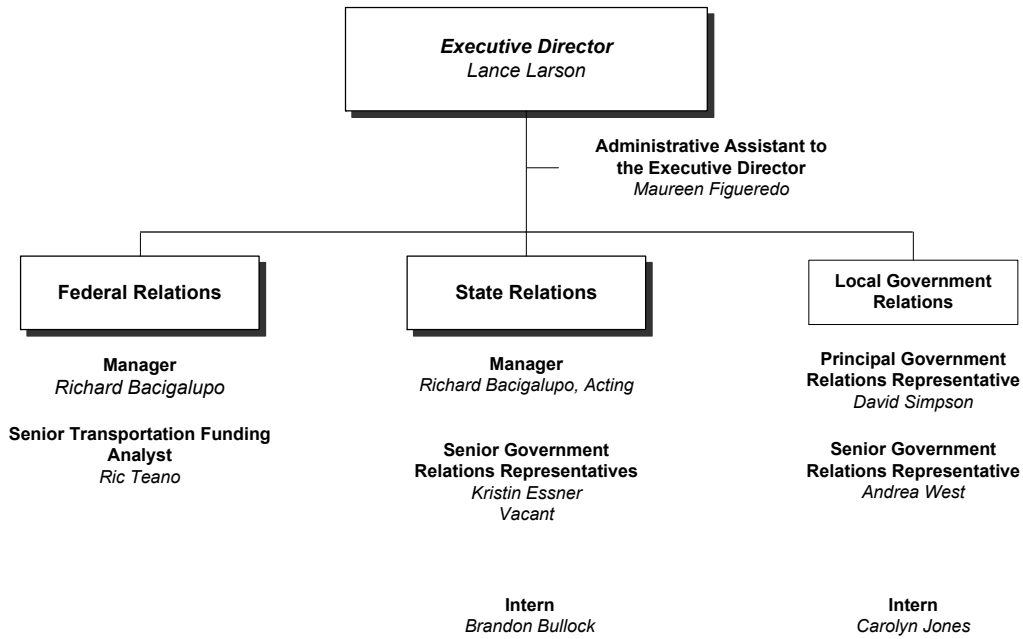
# Government Relations





Division Organizational Chart

**Orange County Transportation Authority  
Government Relations Division**



### Division Overview

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

#### Organization

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

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

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

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

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

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

#### Accomplishments Fiscal Year 2012-13

- Successfully extended the alternative fuel tax credit, saving OCTA approximately \$4 million annually.
- Secured regional support for OCTA legislative positions on a range of transportation reauthorization issues, working closely with the Southern California Legislative Roundtable.
- Secured legislative authority to transfer the management/operation of intercity passenger rail with a local joint powers authority in the Los Angeles-San Diego San Luis Obispo (LOSSAN) corridor.
- Secured legislation that exempts local transit fleets from state bus axle weight limitations until 2013, while providing a framework for future procurements and discussions on potential, future weight limitation revisions.
- Exempted the 91 Express Lanes from legislation that would require an expanded class of single occupant vehicles from using the toll lanes for free.
- Ensured that funding streams provided by the state

**Accomplishments Fiscal Year 2012-13 (continued)**

for transit, highways, and local streets and roads were protected to comply with the terms of Propositions 22 and 26.

- Advocated for a reasonable, flexible, economically viable and balanced approach as regulations and follow up legislation to AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008) were considered.
- Protected and secured over \$3 million in prior year congressionally directed funding threatened for de-obligation.
- Successfully developed over \$248 million in grant requests from a variety of federal, state, and local sources. Of these requests \$67 million were pursued through competitive grant programs. Over \$127 million in grants have been awarded for fiscal year 2012-13, of which \$13.7 million were either nationally or regionally competitive.
- Successfully provided outreach, briefings, and workshops with local governments regarding the OCTA Renewed Measure M (M2) program, including new program requirements and parameters.
- Worked with I-405 project team to engage corridor cities and stakeholders in the process of the Board of Directors prior to the selection of a Locally Preferred Alternative.
- Engaged in briefings with city councilmembers and related staff members on each of OCTA's active construction projects (SR-57, WCC, OC Bridges, SR-91, and I-5 Improvement Projects).
- Coordinated regional efforts that led to the successful adoption of the 2012-35 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).
- Successfully transitioned OCCOG administrative services to an independent contractor.

**Goals Fiscal Year 2013-14**

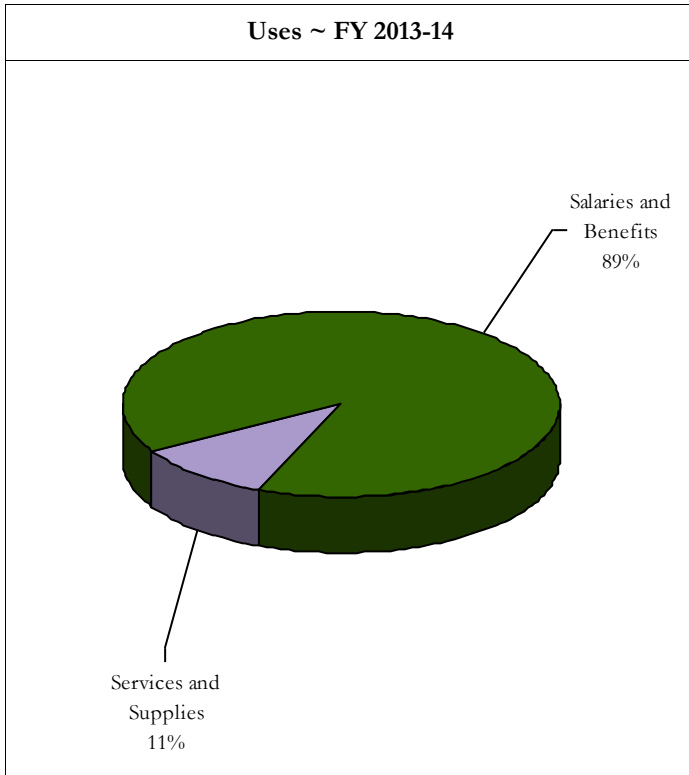
- Continue to raise the national profile of OCTA as a primary entity to be consulted regarding transportation issues in Southern California, as they relate to federal transportation funding and regulatory matters.
- Advocate for the ongoing implementation of the Breaking Down Barriers initiative at the state and federal legislative, regulatory and policy levels.
- Support legislative and regulatory efforts to successfully resolve the ability of national labor organizations to freeze pending OCTA federal grants as a result of enacted state pension reform legislation.
- Advocate for transportation reauthorization legislation which provides a stable and reliable source of multi-year funding, and provides a fair share of funding to Orange County.

- Continue to pursue grant opportunities seeking the widest possible sources for OCTA transportation initiatives and match grant programs with OCTA activities and needs.
- Continue to advocate for a permanent extension of the alternative fuel and commuter tax benefit credits.
- Advocate for the advancement and funding of the fixed guideway new start projects in Anaheim and Santa Ana/Garden Grove.
- Secure legislative authority to allow the use of design-build authority for the Interstate 405 Improvement Project.
- Support efforts to implement the provisions of MAP-21 in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions.
- Advocate for the eligibility of the transportation sector, including mass transit and local rail, and the inclusion of county transportation commissions as eligible recipients of cap-and-trade revenues.
- Continue to work towards a reasonable, flexible, economically viable and balanced approach to the implementation efforts related to AB 32 and SB 375.
- Support efforts to maintain alternative project delivery authority and ensure its successful implementation.
- Advocate for programs and policies that allow OCTA to deliver its projects and services, maintaining local control to ensure that services are delivered in the most efficient and effective manner.
- Advocate for reasonable and cost-sensitive implementation of zero-emission and bus regulations.
- Continue to support efforts to bring road and highway regulations related bus vehicle weight into conformity with current vehicles and requirements.
- Implement City Outreach Program with OCTA Board of Directors and executive management regarding the M2 Program, increase awareness of OCTA local agency grant programs.
- Collaborate with regional stakeholders to expand California Environmental Quality Act process improvements for all modes of transportation projects.
- Continue to advocate for funding for goods movement projects within the Southern California region.
- Ensure that regional goods movement policy issues are addressed in any new federal transportation reauthorization legislation.
- Collaborate with regional stakeholders by carefully considering the implementation of the cap and trade program and seek to align revenues with transportation projects.



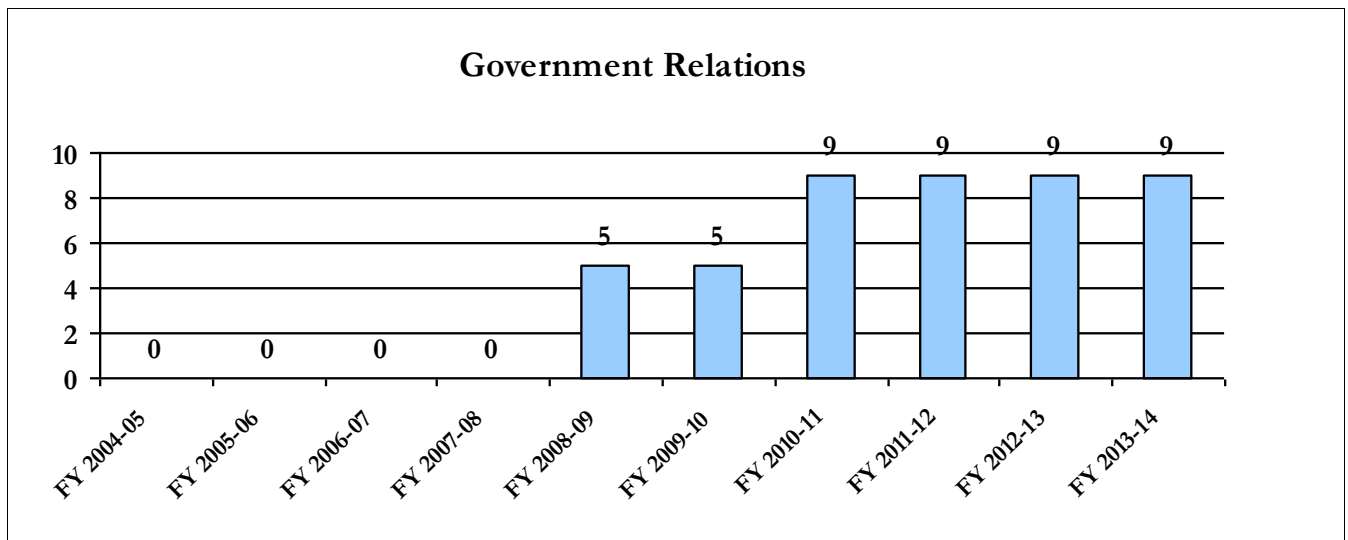
# Government Relations

## Government Relations



Uses	Amount
Salaries and Benefits	\$ 1,646,503
Services and Supplies	196,110
<b>Total Uses</b>	<b>\$ 1,842,613</b>

## Staffing Plan



**Division Staffing**

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Director, Government Relations	9	9	9
<b>Total Government Relations</b>	<b>9</b>	<b>9</b>	<b>9</b>

**Division Staffing by Department - Job Family**

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Director, Government Relations			
Administrative Assistant	1	1	1
Department Manager	2	2	1
Director	1	1	1
Government Relations Representative	4	4	4
Grants Technician	1	1	1
Program Manager	0	0	1
<b>Subtotal Director, Government Relations</b>	<b>9</b>	<b>9</b>	<b>9</b>
<b>Total Government Relations</b>	<b>9</b>	<b>9</b>	<b>9</b>

## Government Relations

### Division Expenses

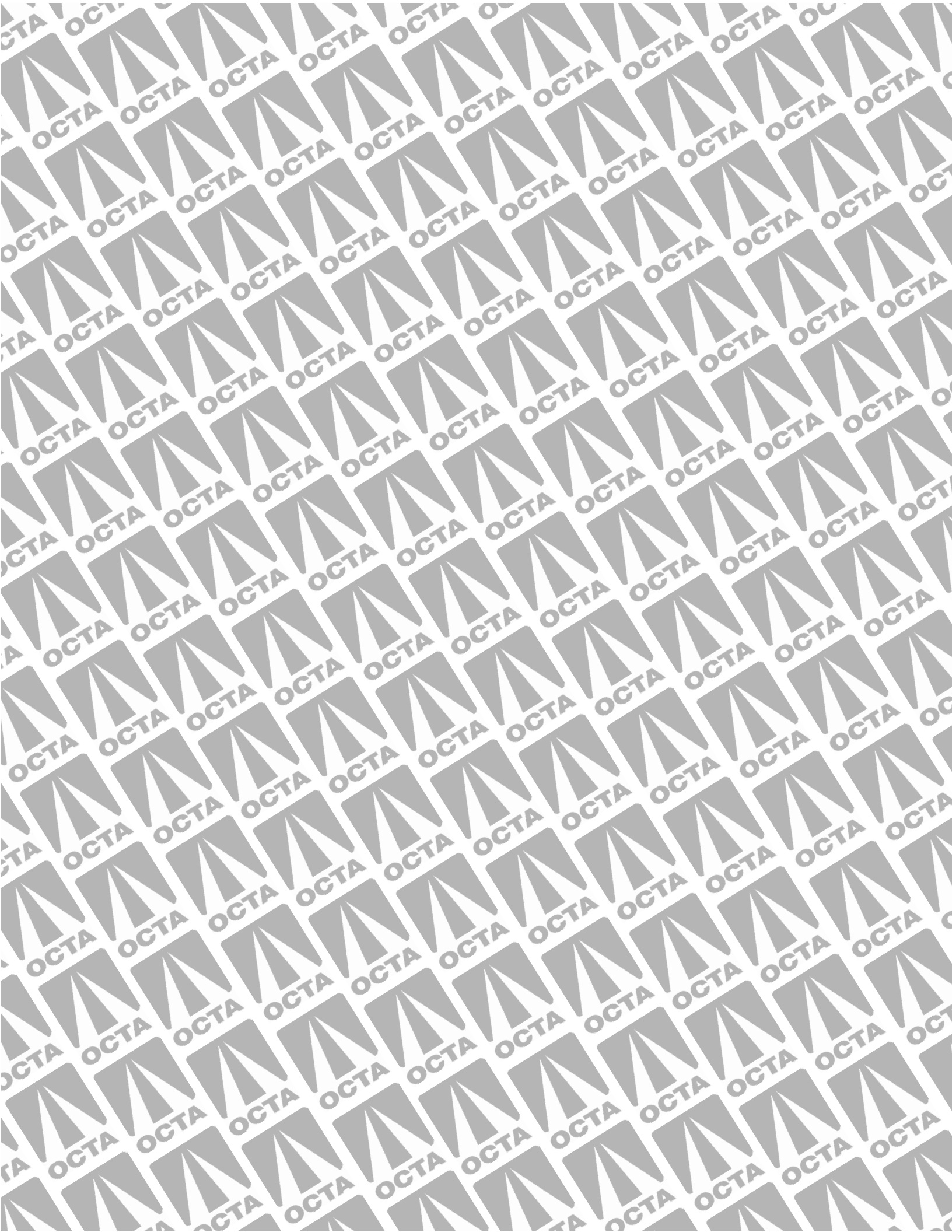
Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	817,337	803,036	841,139
7150 Extra Help Employees	15,083	30,000	30,000
7209 Deferred Compensation	34,494	38,392	37,149
7210 Pensions	289,267	281,159	315,339
7220 Insurances	24,565	25,473	27,115
7240 Health Care	118,950	150,204	122,708
7260 Compensated Absences	102,977	103,734	152,760
7270 Workers Compensation	24,024	16,140	57,128
7280 Other Benefits	48,748	65,450	63,165
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,475,445</b>	<b>\$ 1,513,588</b>	<b>\$ 1,646,503</b>
<u>Services and Supplies</u>			
7510 Professional Services	33,813	1,368,000	110,000
7610 Outside Services	35	1,500	1,500
7640 Utilities	0	0	0
7650 Travel, Training, and Mileage	31,461	64,559	35,210
7660 Office Expense	4,889	10,100	9,100
7670 Miscellaneous Expense	31,725	68,277	38,800
7790 Other Materials and Supplies	0	500	1,500
7830 Contributions to Other Agencies	-291,936	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ -190,013</b>	<b>\$ 1,512,936</b>	<b>\$ 196,110</b>
<b>Total Uses</b>	<b>\$ 1,285,432</b>	<b>\$ 3,026,524</b>	<b>\$ 1,842,613</b>

### Division Expenses by Department

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
300 Director, Government Relations	1,475,445	1,513,588	1,646,503
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,475,445</b>	<b>\$ 1,513,588</b>	<b>\$ 1,646,503</b>
<u>Services and Supplies</u>			
300 Director, Government Relations	-190,013	1,512,936	196,110
<b>Subtotal Services and Supplies</b>	<b>\$ -190,013</b>	<b>\$ 1,512,936</b>	<b>\$ 196,110</b>
<b>Total Expenses</b>	<b>\$ 1,285,432</b>	<b>\$ 3,026,524</b>	<b>\$ 1,842,613</b>

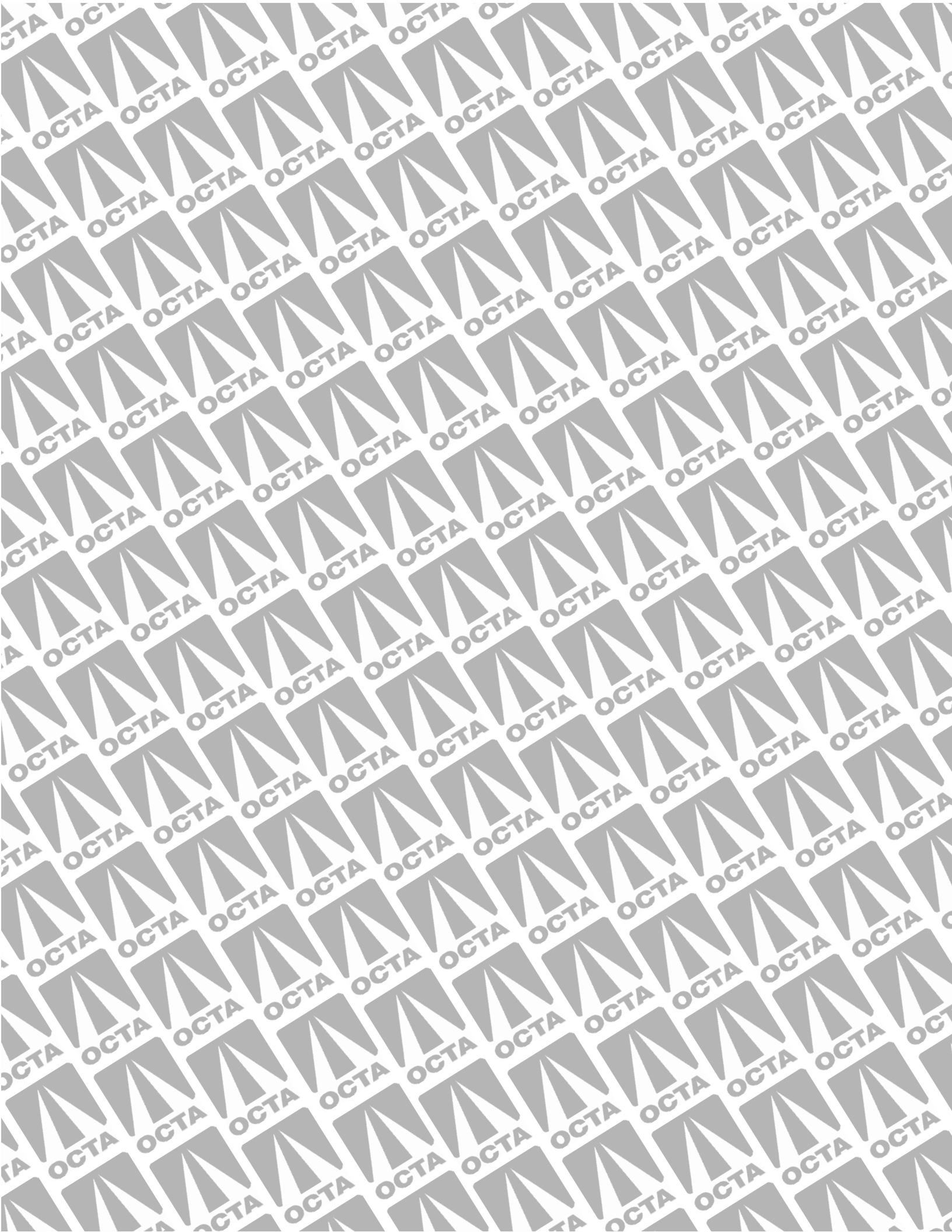
**Department Expenses**

<b>Expenses</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
<b>Director, Government Relations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	817,337	803,036	841,139
7150 Extra Help Employees	15,083	30,000	30,000
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<b>Subtotal Services and Supplies</b>	<b>\$ -190,013</b>	<b>\$ 1,512,936</b>	<b>\$ 196,110</b>
<b>Director, Government Relations Total Expenses</b>	<b>\$ 1,285,432</b>	<b>\$ 3,026,524</b>	<b>\$ 1,842,613</b>

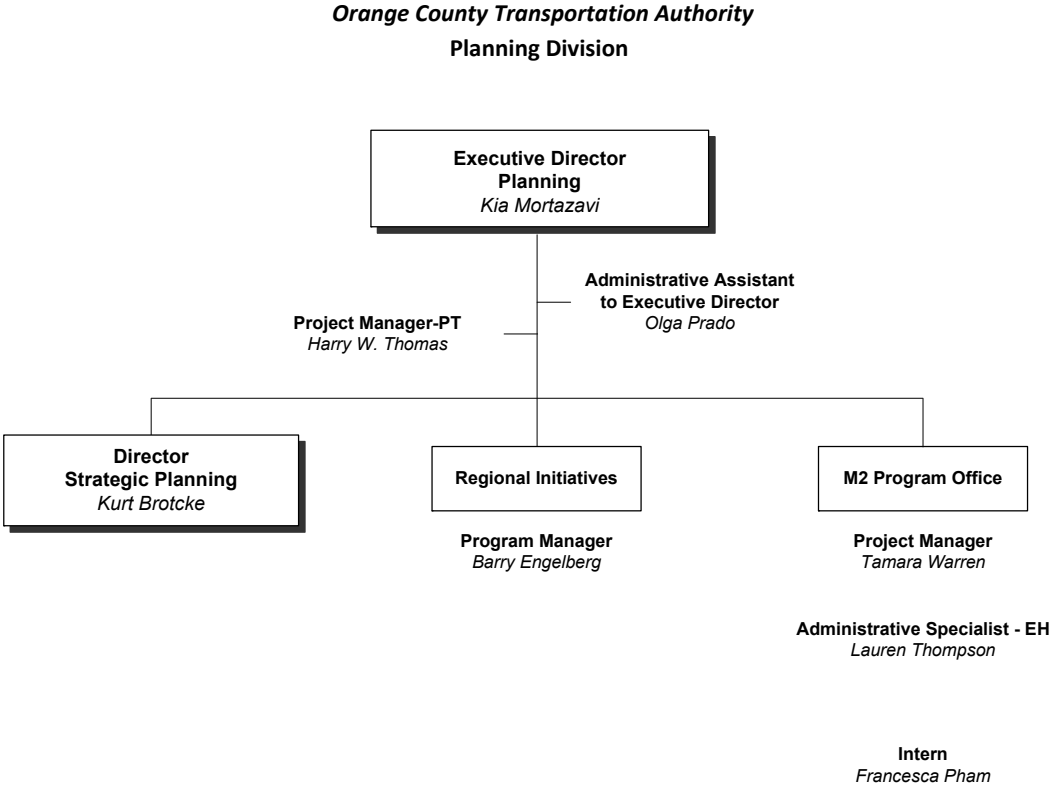


# Planning





Division Organization Chart





## Division Overview

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

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

- Planning
- Programming
- Program Management

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

## Organization

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

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

The **Long-Range Planning and Corridor Studies** section is responsible for long-range regional transportation planning efforts and developing transportation project concepts (from

inception through preliminary engineering) for specific corridors and subareas of the County. These work efforts include coordination with stakeholders to develop priorities for transportation infrastructure improvements, as well as completion of necessary environmental and technical details to qualify specific projects for local, state, and federal funds. The section's major work activities include:

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

**Regional Planning** section activities include coordination of planning efforts related to major multi-county transportation initiatives. This function integrates the policies and projects from the LRTP into ongoing coordination with neighboring counties. OCTA participates in a number of transportation-related initiatives in the SCAG region. These initiatives address key multi-county mobility and coordination issues including: movement of goods from the ports of Los Angeles and Long Beach through the region including Orange County; and development of regional policies for operation and management of carpool and/or managed lanes. The objective is to ensure inter-county cooperation on transportation proposals, while facilitating and advocating for Orange County interests and priorities.

**Division Organization (continued)**

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

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

The Freeway Environmental Mitigation Program’s goals and objectives are to facilitate streamlining the biological resources permitting process for the M2 freeway projects through early acquisition and restoration of select open-space properties in collaboration with state and federal resources. This section also oversees M2 programs to improve the water quality of Orange County’s coast, bays, and waterways.

In addition, this group is responsible for the OCTA Freeway Retrofit Soundwall Program and, in conjunction with the Long-Range Planning and Corridor Studies section, is working to complete several conceptual engineering and planning studies for the M2 freeway projects.

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

The **Geographic Information Systems (GIS)** section employs information technology to deliver analytical maps

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

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

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

Another primary function of the department is programming and administration of state and federal transportation funding programs through the Federal Transportation Improvement

## Division Organization (continued)

Program, submittal of grant applications, and acting as the Regional Transportation Planning Agency and liaison to the California Transportation Commission.

The **M2 Program Management Office (PMO)** Department is responsible for achieving fully integrated and coordinated M2 Program delivery consistent with the requirements of OCTA's constituents and stakeholders.

This means not only completing the projects described in the M2 Transportation Investment Plan, but adhering to numerous specific requirements and high standards of quality called for in the Measure. The PMO is intended to provide unified oversight and action to ensure successful delivery of M2 projects. While other organizational units within OCTA carry out the Transportation Investment Plan's individual projects and programs, the PMO monitors, and as appropriate, assesses, reports, and coordinates actions to ensure successful overall delivery of the M2 Program.

The department will support OCTA's long-term direction and priorities towards delivery of M2 and ensure seamless, effective, interdivisional communications; serve as a clearinghouse for making critical interdivisional program and project management decisions and information sharing; and ensure compliance with the M2 Ordinance.

### Accomplishments Fiscal Year 2012-13

- Initiated the development of the 2014 Long-Range Transportation Plan – a 30-year outlook on transportation needs, available means, and preferred projects and programs.
- Submitted four freeway Project Study Reports/Project Development Support documents to the California Department of Transportation for approval and completed the 2012 update to the State Route 91 Implementation Plan.
- Completed various Master Plan of Arterial Highways amendments to ensure regional arterial system is in keeping with local agency general plans.
- Completed Transit System Study Pilot Project implementation plans to make best use of available transit funding resources and transitioned pilot projects to Transit Division for implementation by fiscal year 2013-14.
- Completed OC Bikeways District 4 Implementation Plans, started District 1 and 2 Bikeway Strategies process, and completed Non-Motorized Access Plan for Metrolink stations.
- Delivered eight traffic light synchronization projects that resulted in significant travel time improvements

along 153 miles of arterials and 533 signalized intersections.

- Competitively awarded \$35 million in Regional Capacity funds for seven projects, \$9.6 million in Signal Synchronization funds for 24 projects, \$732,613 for four shuttle and station van connections to Metrolink stations, and over \$15 million in Environmental Water Quality Cleanup grants for 41 projects to improve mobility and quality of life in Orange County.
- Obligated nearly 160% of federal transportation funding capacity available to Orange County, thus using federal funds to expedite regional transportation projects and maximize available funding resources.
- Awarded \$9.4 million in federal funds to 11 local agencies for 21 bicycle projects that provide gap closure, bicycle facilities, education, and amenities.
- Awarded \$21 million in State bond funds to the cities and the County for 50 projects – related to street rehabilitation, street widening, bicycle trails, and transit projects to help protect the County's transportation infrastructure.
- Developed and received Board of Directors approval of the M2020 Plan to expedite more than \$5 billion worth of improvements for Measure M2 project and program delivery.
- Completed the FY 2009-12 M2 Performance Assessment ensuring that the M2 Program is on track for successful delivery of the M2 Transportation Investment Plan.

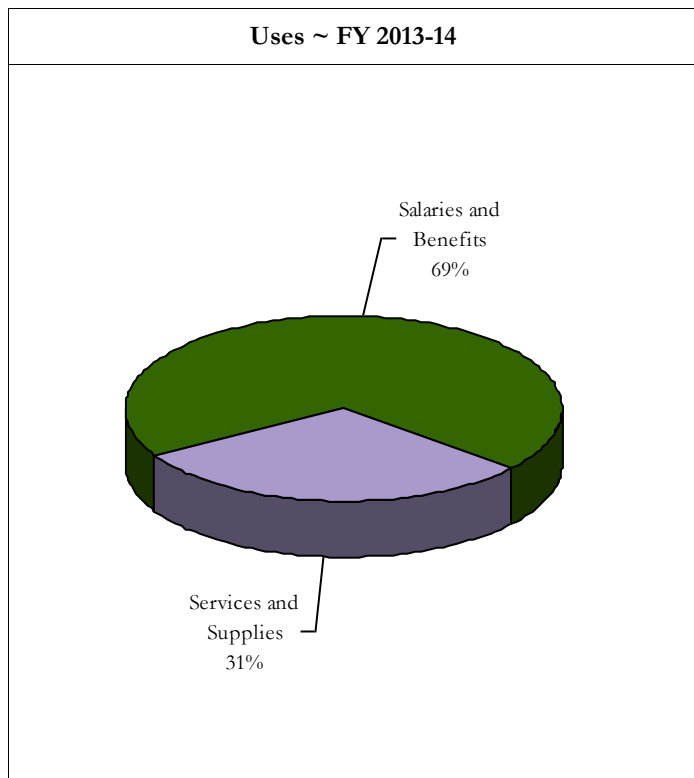
### Goals Fiscal Year 2013-14

- Release the Draft 2014 Long-Range Transportation Plan for public review and seek input on future projects and programs.
- Initiate State Route 1/Pacific Coast Highway Corridor Study, complete two freeway planning studies on State Route 55 (SR-55) and State Route 57 (SR-57), and obtain California Department of Transportation approval for the freeway project study for State Route 91, between SR-55 and SR-57.
- Continue development of a countywide bikeway system by completing OC Bikeway Strategies for District 1 and 2 and start similar effort study in District 5.
- Update the Short-Range Transit Plan and Bus Capital Plans, and complete site selection and conceptual design for Transit Security and Operations Center to improve transit services.

**Goals Fiscal Year 2013-14 (continued)**

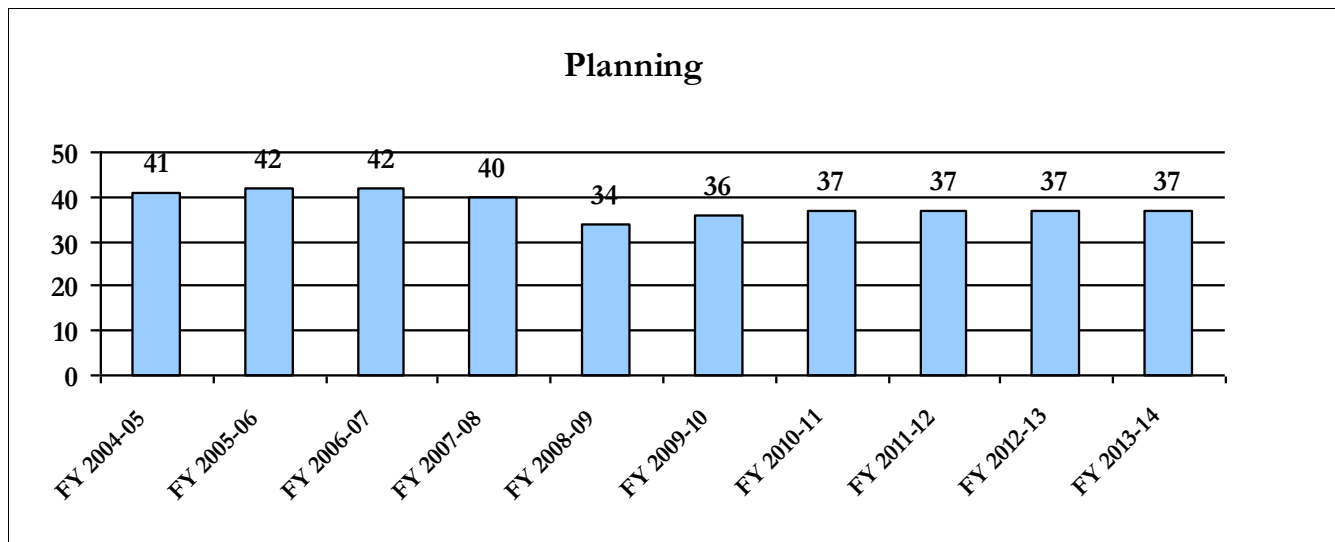
- Release the plan and environmental impact study for habitat conservation related to OCTA's comprehensive approach to address impacts of future freeway projects.
- Complete seven signal synchronization projects to ease congestion along major arterial corridors.
- Award approximately \$28 million in grant funds to supplement efforts to address water quality impacts of transportation projects.
- Award approximately \$50 million of funding for regional capacity signal synchronization projects throughout the County as part of the fiscal year (FY) 2014 call for projects.
- Award Measure M2 (M2) grants for Community-Based Transit/Circulators projects (Project V).
- Develop obligation plan to maximize use of available federal funds in FY 2013-14, and continue efforts to work with Southern California Association of Governments to develop and receive federal approval for the Federal Transportation Improvement Program.
- Complete an M2 Organizational Assessment and make necessary adjustments to ensure OCTA is organized for successful delivery of the more than \$5 billion M2020 Plan.
- Develop the framework and schedule for the M2 ten-year review, which is required in 2016.

**Planning**



Uses	Amount
Salaries and Benefits	\$ 5,410,242
Services and Supplies	2,378,269
<b>Total Uses</b>	<b>\$ 7,788,511</b>

**Staffing Plan**



**Division Staffing**

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Executive Director, Planning	3	3	4
Director, Strategic Planning	4	4	3
Planning and Analysis	21	21	21
Capital and Local Programs	9	9	9
<b>Total Planning</b>	<b>37</b>	<b>37</b>	<b>37</b>

**Division Staffing by Department - Job Family**

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Director, Planning</u>			
Administrative Assistant	1	1	1
Department Manager	0	0	1
Executive Director	1	1	1
Program Management Analyst	0	0	1
Project Manager	1	1	0
<b>Subtotal Executive Director, Planning</b>	<b>3</b>	<b>3</b>	<b>4</b>
<u>Director, Strategic Planning</u>			
Administrative Assistant	1	1	1
Department Manager	1	1	0
Director	1	1	1
Project Manager	1	1	1
<b>Subtotal Director, Strategic Planning</b>	<b>4</b>	<b>4</b>	<b>3</b>
<u>Planning and Analysis</u>			
Department Manager	1	1	1
Project Manager	1	2	2
Section Manager	4	4	4
Special Assignment	1	0	0
Traffic Engineer	1	1	1
Transportation Analyst	13	13	13
<b>Subtotal Planning and Analysis</b>	<b>21</b>	<b>21</b>	<b>21</b>
<u>Capital and Local Programs</u>			
Department Manager	1	1	1
Office Specialist	1	1	1
Section Manager	3	3	3
Transportation Analyst	4	4	4
<b>Subtotal Capital and Local Programs</b>	<b>9</b>	<b>9</b>	<b>9</b>
<b>Total Planning</b>	<b>37</b>	<b>37</b>	<b>37</b>

# Planning

## Division Expenses

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,604,063	2,729,707	2,792,401
7150 Extra Help Employees	125,069	192,500	169,000
7209 Deferred Compensation	37,225	52,621	64,309
7210 Pensions	828,192	952,603	1,045,471
7220 Insurances	86,869	90,813	94,830
7240 Health Care	371,578	490,307	469,789
7260 Compensated Absences	312,368	352,488	506,961
7270 Workers Compensation	77,848	54,846	77,357
7280 Other Benefits	146,828	201,854	190,124
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,590,040</b>	<b>\$ 5,117,739</b>	<b>\$ 5,410,242</b>
<u>Services and Supplies</u>			
7510 Professional Services	591,989	2,221,895	2,301,895
7540 Insurance Claims Expense	141	0	0
7650 Travel, Training, and Mileage	21,625	41,985	44,307
7660 Office Expense	14,177	17,040	15,568
7670 Miscellaneous Expense	7,964	12,793	16,499
7830 Contributions to Other Agency's	1,139,014	21,100	0
<b>Subtotal Services and Supplies</b>	<b>\$ 1,774,910</b>	<b>\$ 2,314,813</b>	<b>\$ 2,378,269</b>
<u>Capital Expenditure</u>			
9080 Construction in Progress	0	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Total Uses</b>	<b>\$ 6,364,950</b>	<b>\$ 7,432,552</b>	<b>\$ 7,788,511</b>

**Division Expenses by Department**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
400 Executive Director, Planning	538,768	591,785	768,858
401 Director, Strategic Planning	637,712	673,851	483,508
402 Planning and Analysis	2,435,706	2,800,685	3,030,076
404 Capital and Local Programs	977,854	1,051,418	1,127,800
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,590,040</b>	<b>\$ 5,117,739</b>	<b>\$ 5,410,242</b>
<u>Services and Supplies</u>			
400 Executive Director, Planning	2,545	3,740	3,740
401 Director, Strategic Planning	15,913	18,297	18,547
402 Planning and Analysis	489,541	2,037,841	2,108,021
404 Capital and Local Programs	1,266,911	254,935	247,961
<b>Subtotal Services and Supplies</b>	<b>\$ 1,774,910</b>	<b>\$ 2,314,813</b>	<b>\$ 2,378,269</b>
<b>Total Expenses</b>	<b>\$ 6,364,950</b>	<b>\$ 7,432,552</b>	<b>\$ 7,788,511</b>



# Planning

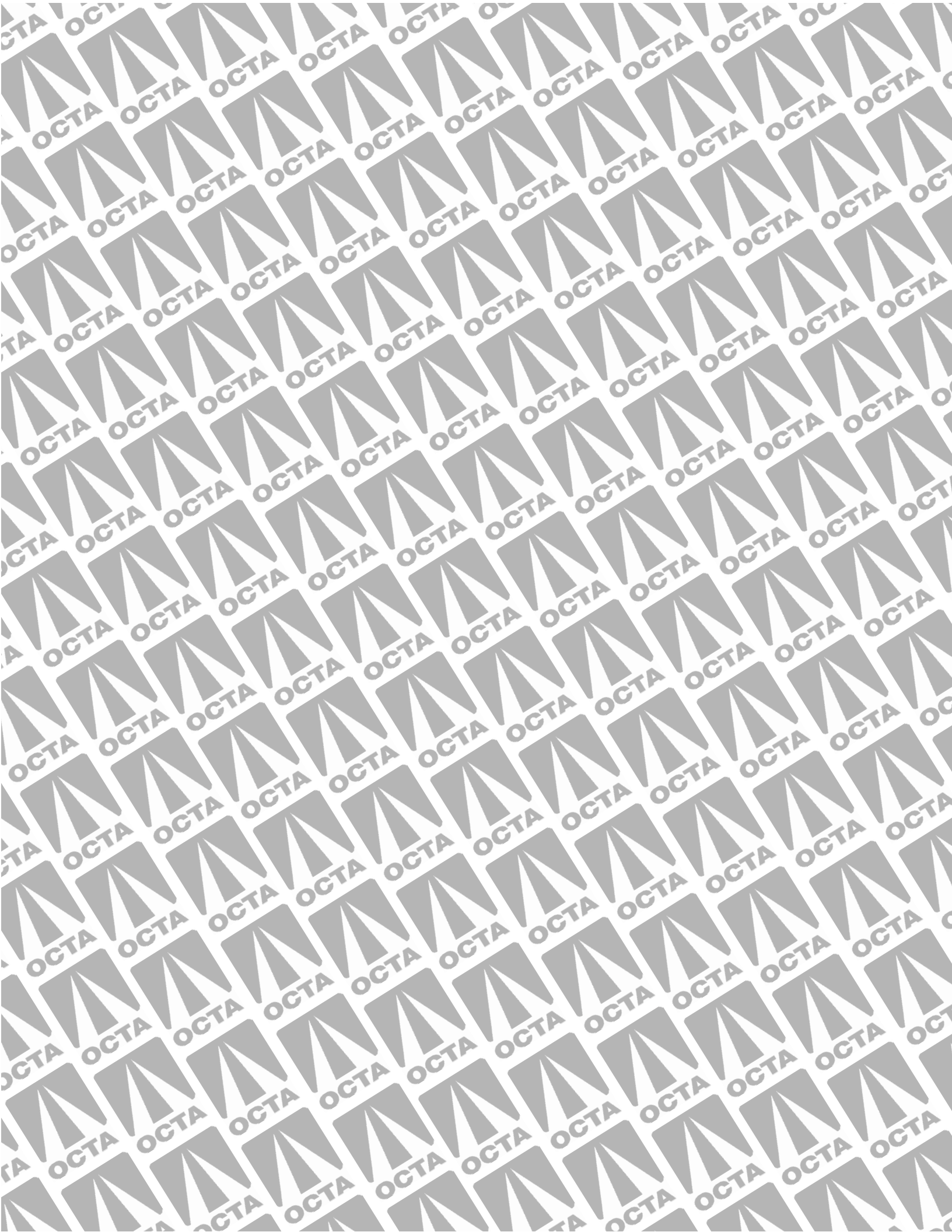
## Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Director, Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	314,298	316,013	391,126
7150 Extra Help Employees	0	13,000	33,000
7209 Deferred Compensation	10,696	8,345	14,866
7210 Pensions	92,452	112,301	148,815
7220 Insurances	9,100	10,133	12,806
7240 Health Care	44,732	55,633	56,692
7260 Compensated Absences	25,970	40,820	71,034
7270 Workers Compensation	9,109	6,352	9,049
7280 Other Benefits	32,411	29,188	31,470
<b>Subtotal Salaries and Benefits</b>	<b>\$ 538,768</b>	<b>\$ 591,785</b>	<b>\$ 768,858</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,131	250	250
7660 Office Expense	471	1,500	1,500
7670 Miscellaneous Expense	943	1,990	1,990
<b>Subtotal Services and Supplies</b>	<b>\$ 2,545</b>	<b>\$ 3,740</b>	<b>\$ 3,740</b>
<b>Executive Director, Planning Total Expenses</b>	<b>\$ 541,313</b>	<b>\$ 595,525</b>	<b>\$ 772,598</b>
<b>Director, Strategic Planning</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	388,263	363,642	250,503
7150 Extra Help Employees	0	20,000	0
7209 Deferred Compensation	12,984	13,230	10,540
7210 Pensions	95,292	128,265	95,505
7220 Insurances	11,202	11,818	8,402
7240 Health Care	40,336	50,398	38,214
7260 Compensated Absences	37,070	46,976	45,493
7270 Workers Compensation	11,426	7,309	11,354
7280 Other Benefits	41,139	32,213	23,497
<b>Subtotal Salaries and Benefits</b>	<b>\$ 637,712</b>	<b>\$ 673,851</b>	<b>\$ 483,508</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,242	7,172	7,161
7660 Office Expense	10,036	10,000	10,261
7670 Miscellaneous Expense	635	1,125	1,125
<b>Subtotal Services and Supplies</b>	<b>\$ 15,913</b>	<b>\$ 18,297</b>	<b>\$ 18,547</b>
<b>Director, Strategic Planning Total Expenses</b>	<b>\$ 653,625</b>	<b>\$ 692,148</b>	<b>\$ 502,055</b>

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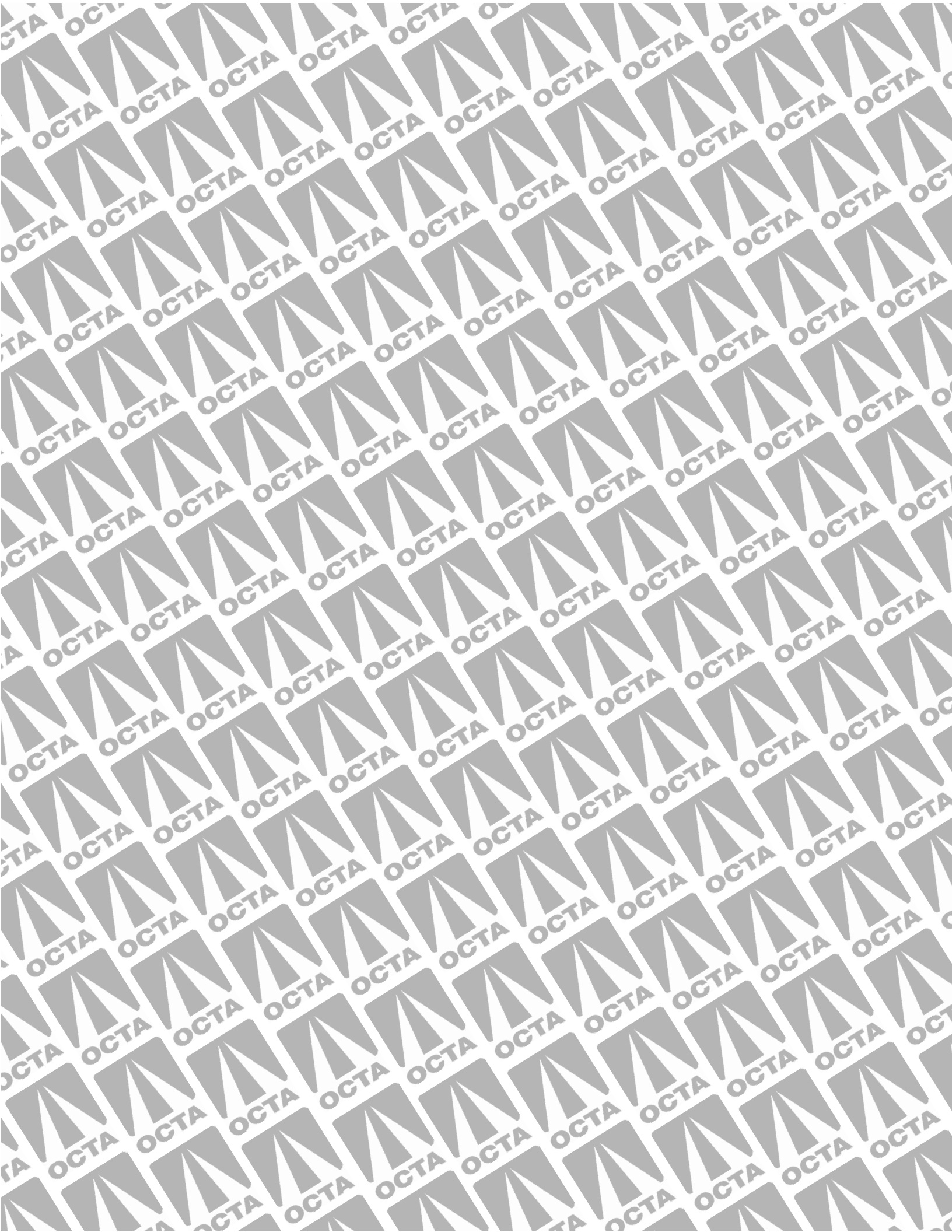
**Department Expenses**

<b>Expenses</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
<b>Planning and Analysis</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,367,855	1,505,493	1,579,039
7150 Extra Help Employees	73,117	92,500	68,000
7209 Deferred Compensation	11,706	22,524	26,930
7210 Pensions	460,576	522,151	587,261
7220 Insurances	45,925	49,161	52,631
7240 Health Care	206,717	280,156	288,416
7260 Compensated Absences	172,686	194,478	286,780
7270 Workers Compensation	40,734	30,260	40,479
7280 Other Benefits	56,390	103,962	100,540
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,435,706</b>	<b>\$ 2,800,685</b>	<b>\$ 3,030,076</b>
<u>Services and Supplies</u>			
7510 Professional Services	474,296	2,006,895	2,071,895
7650 Travel, Training, and Mileage	9,769	18,678	23,095
7660 Office Expense	2,438	4,990	3,507
7670 Miscellaneous Expense	3,887	7,278	9,524
7830 Contributions to Other Agencies	-849	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 489,541</b>	<b>\$ 2,037,841</b>	<b>\$ 2,108,021</b>
<b>Planning and Analysis Total Expenses</b>	<b>\$ 2,925,247</b>	<b>\$ 4,838,526</b>	<b>\$ 5,138,097</b>
<b>Capital and Local Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	533,647	544,559	571,733
7150 Extra Help Employees	51,952	67,000	68,000
7209 Deferred Compensation	1,839	8,522	11,973
7210 Pensions	179,872	189,886	213,890
7220 Insurances	20,642	19,701	20,991
7240 Health Care	79,793	104,120	86,467
7260 Compensated Absences	76,642	70,214	103,654
7270 Workers Compensation	16,579	10,925	16,475
7280 Other Benefits	16,888	36,491	34,617
<b>Subtotal Salaries and Benefits</b>	<b>\$ 977,854</b>	<b>\$ 1,051,418</b>	<b>\$ 1,127,800</b>
<u>Services and Supplies</u>			
7510 Professional Services	117,693	215,000	230,000
7540 Insurance Claims Expense	141	0	0
7650 Travel, Training, and Mileage	5,483	15,885	13,801
7660 Office Expense	1,232	550	300
7670 Miscellaneous Expense	2,499	2,400	3,860
7830 Contributions to Other Agencies	1,139,863	21,100	0
<b>Subtotal Services and Supplies</b>	<b>\$ 1,266,911</b>	<b>\$ 254,935</b>	<b>\$ 247,961</b>
<b>Capital and Local Programs Total Expenses</b>	<b>\$ 2,244,765</b>	<b>\$ 1,306,353</b>	<b>\$ 1,375,761</b>

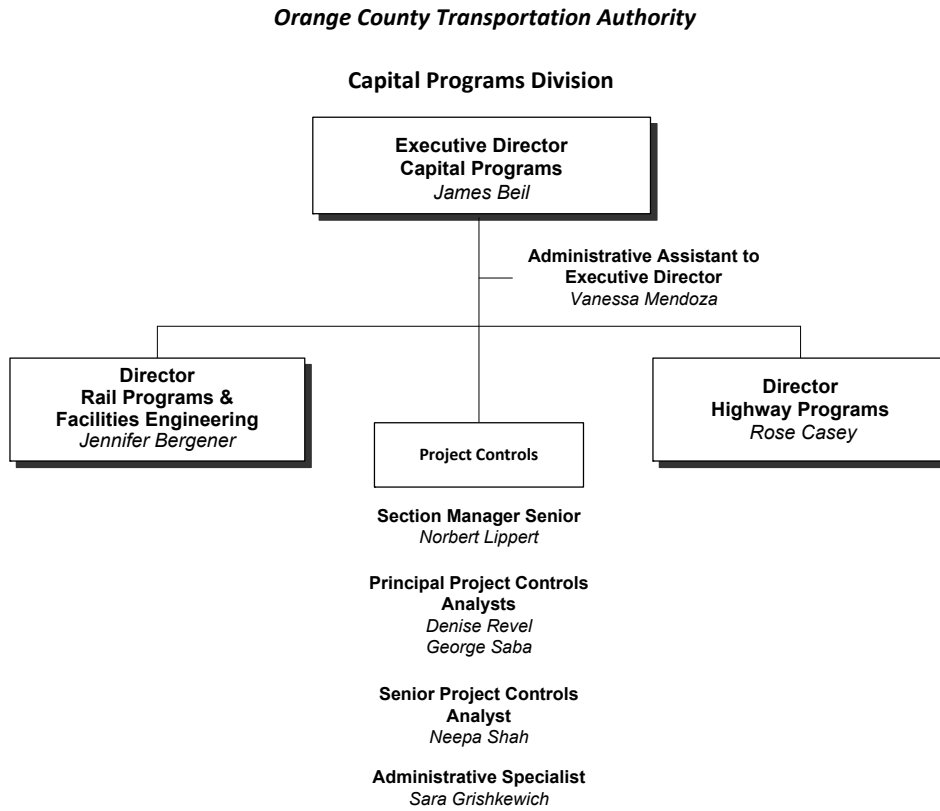


# Capital Programs





Division Organization Chart



## Division Overview

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

## Accomplishments Fiscal Year 2012-13

- Completed construction of the Orange Subdivision railroad fiber optic communications project.
- Completed construction of the State Route 91 (SR-91) widening from State Route 55 (SR-55) to State Route 241.
- Began construction on the Anaheim Regional Intermodal Transportation Center.
- Began construction on the I-5/Ortega Highway interchange.
- Began construction on the San Clemente Beach Trail Safety Enhancements project and Laguna Niguel/Mission Viejo Station parking lot expansion project.
- Began construction on the westbound SR-91 widening from I-5 to State Route 57 (SR-57).
- Began construction on the Orangethorpe Avenue and the Tustin Avenue/Rose Drive railroad grade separation projects along the Orangethorpe railroad corridor.
- Completed final design of the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Completed final design of three projects to extend the carpool lane on I-5 from San Juan Creek Road to Avenida Pico.
- Completed final design of the westbound SR-91 widening from SR-55 to Tustin Avenue.

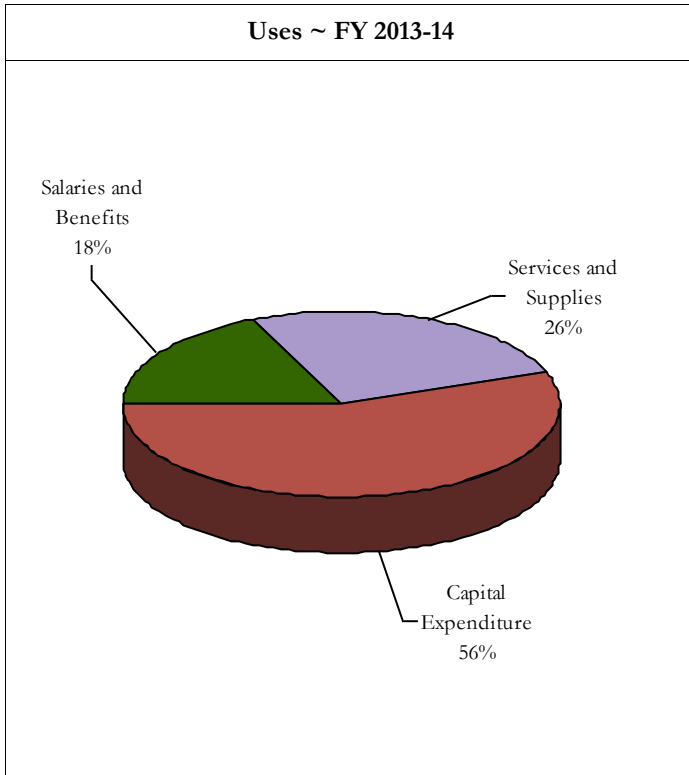
## Goals Fiscal Year 2013-14

- Complete construction of the two projects to widen northbound SR-57 between Orangethorpe Ave. and Lambert Rd.
- Begin construction on the Lakeview Avenue, Raymond Avenue, and State College Boulevard grade separation projects along the Orangethorpe railroad corridor.
- Begin construction on three freeway projects to extend the carpool lane on I-5 from San Juan Creek Road to Avenida Pico.
- Begin construction on the westbound SR-91 widening

from SR-55 to Tustin Avenue.

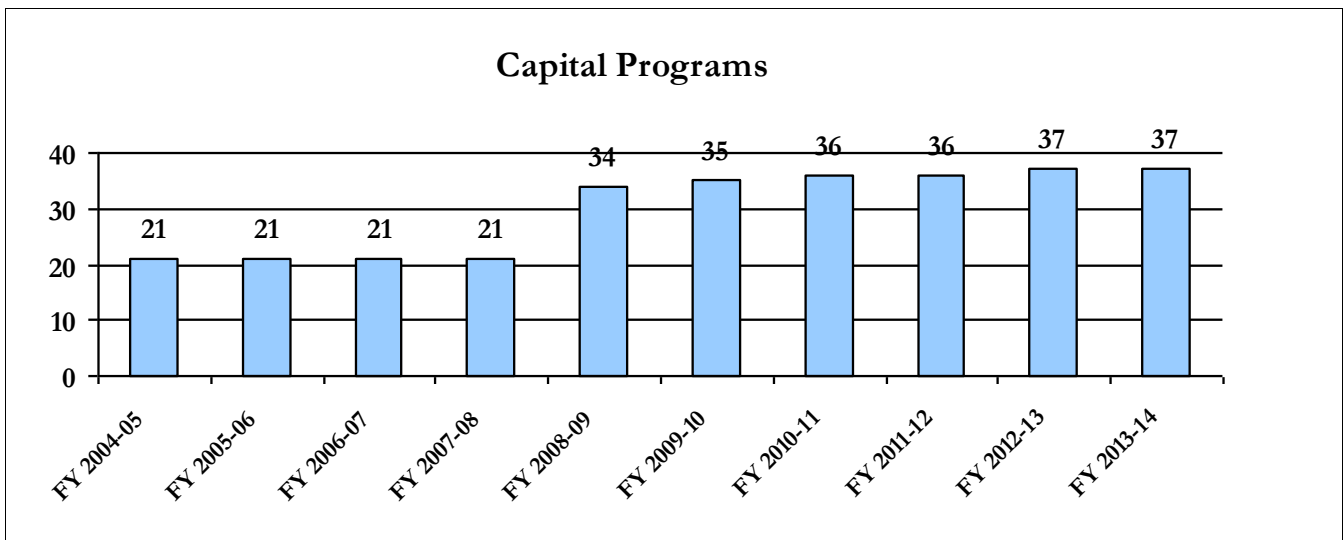
- Begin construction for the Interstate 405 (I-405) continuous carpool lane access project.
- Begin construction of the Placentia Metrolink rail station.
- Complete the design on the Orange Metrolink station parking Improvement project.
- Complete the design on the I-5 continuous carpool lane access project.
- Complete environmental approval, begin preliminary design, and issue a request for design-build qualifications for the I-405 Improvement Project.
- Complete environmental approval and begin design on the widening of SR-55 from I-405 to I-5.
- Complete environmental approval and begin design for the addition of the second carpool lane on I-5 from SR-55 to SR-57.
- Complete environmental approval and begin design of the Santa Ana/Garden Grove Fixed Guideway project.
- Begin design on the widening of I-5 from State Route 73 to El Toro Road.
- Begin design on the widening of SR-55 from I-405 to I-5.
- Begin design on the Laguna Niguel/San Juan Capistrano railroad passing siding project.
- Begin the environmental approval process for the widening of I-5 from I-405 to SR-55.
- Begin the environmental approval process for the widening of SR-91 from SR-55 to SR-57.

**Capital Programs**



Uses	Amount
Salaries and Benefits	\$ 6,284,015
Services and Supplies	9,089,036
Capital Expenditure	19,160,000
<b>Total Uses</b>	<b>\$ 34,533,051</b>

**Staffing Plan**





## Capital Programs

### Division Staffing

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
Executive Director, Capital Programs	8	8	8
Rail	11	11	11
Highway Programs	17	18	18
<b>Total Capital Programs</b>	<b>36</b>	<b>37</b>	<b>37</b>

### Division Staffing by Department - Job Family

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Director, Capital Programs</u>			
Administrative Assistant	1	1	1
Department Manager	2	2	2
Executive Director	1	1	1
Project Controls Analyst	3	3	3
Project Manager	1	1	1
<b>Subtotal Executive Director, Capital Programs</b>	<b>8</b>	<b>8</b>	<b>8</b>
<u>Rail</u>			
Administrative Assistant	1	1	1
Civil Engineer	1	1	1
Department Manager	2	2	2
Director	1	1	1
Project Manager	3	3	3
Rail Right-of-Way Administrator	1	0	0
Right-of-Way Administrator	0	0	1
Section Manager	1	1	1
Special Assignment	0	1	0
Transit Planner	0	1	1
Transportation Analyst	1	0	0
<b>Subtotal Rail</b>	<b>11</b>	<b>11</b>	<b>11</b>
<u>Highway Programs</u>			
Administrative Assistant	1	1	1
Director	1	1	1
Office Specialist	1	1	1
Program Manager	3	5	5
Project Manager	5	5	5
Right-of-Way Administrator	5	5	5
Section Manager	1	0	0
<b>Subtotal Highway Programs</b>	<b>17</b>	<b>18</b>	<b>18</b>

**Division Expenses**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,811,484	3,239,525	3,340,728
7150 Extra Help Employees	42,277	67,000	67,000
7209 Deferred Compensation	37,342	76,605	81,973
7210 Pensions	972,385	1,129,412	1,247,804
7220 Insurances	89,056	102,125	107,930
7240 Health Care	381,614	524,540	526,095
7260 Compensated Absences	329,767	418,470	606,717
7270 Workers Compensation	81,665	65,114	81,164
7280 Other Benefits	157,954	239,790	224,604
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,903,544</b>	<b>\$ 5,862,581</b>	<b>\$ 6,284,015</b>
<u>Services and Supplies</u>			
7510 Professional Services	2,310,725	685,000	4,310,000
7610 Outside Services	223,719	365,000	575,000
7650 Travel, Training, and Mileage	23,264	51,172	57,759
7660 Office Expense	13,491	28,190	25,222
7670 Miscellaneous Expense	6,547	12,317	13,855
7690 Leases	25,598	56,400	57,200
7830 Contributions to Other Agencies	788,597	400,000	4,050,000
<b>Subtotal Services and Supplies</b>	<b>\$ 3,391,941</b>	<b>\$ 1,598,079</b>	<b>\$ 9,089,036</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	357,314	4,945,000	6,547,500
9080 Construction in Progress	69,460	16,600,000	12,612,500
<b>Subtotal Capital Expenditure</b>	<b>\$ 426,774</b>	<b>\$ 21,545,000</b>	<b>\$ 19,160,000</b>
<b>Total Uses</b>	<b>\$ 8,722,259</b>	<b>\$ 29,005,660</b>	<b>\$ 34,533,051</b>

**Division Expenses by Department**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
700 Executive Director, Capital Programs	1,142,352	1,334,609	1,429,739
701 Rail	1,499,520	1,628,376	1,785,231
708 Highway Programs	2,261,672	2,899,596	3,069,045
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,903,544</b>	<b>\$ 5,862,581</b>	<b>\$ 6,284,015</b>
<u>Services and Supplies</u>			
700 Executive Director, Capital Programs	9,104	19,334	18,993
701 Rail	1,621,011	1,103,188	5,141,179
708 Highway Programs	1,761,826	475,557	3,928,864
<b>Subtotal Services and Supplies</b>	<b>\$ 3,391,941</b>	<b>\$ 1,598,079</b>	<b>\$ 9,089,036</b>
<u>Capital Expenditure</u>			
701 Rail	426,774	21,545,000	19,160,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 426,774</b>	<b>\$ 21,545,000</b>	<b>\$ 19,160,000</b>
<b>Total Expenses</b>	<b>\$ 8,722,259</b>	<b>\$ 29,005,660</b>	<b>\$ 34,533,051</b>

## Capital Programs

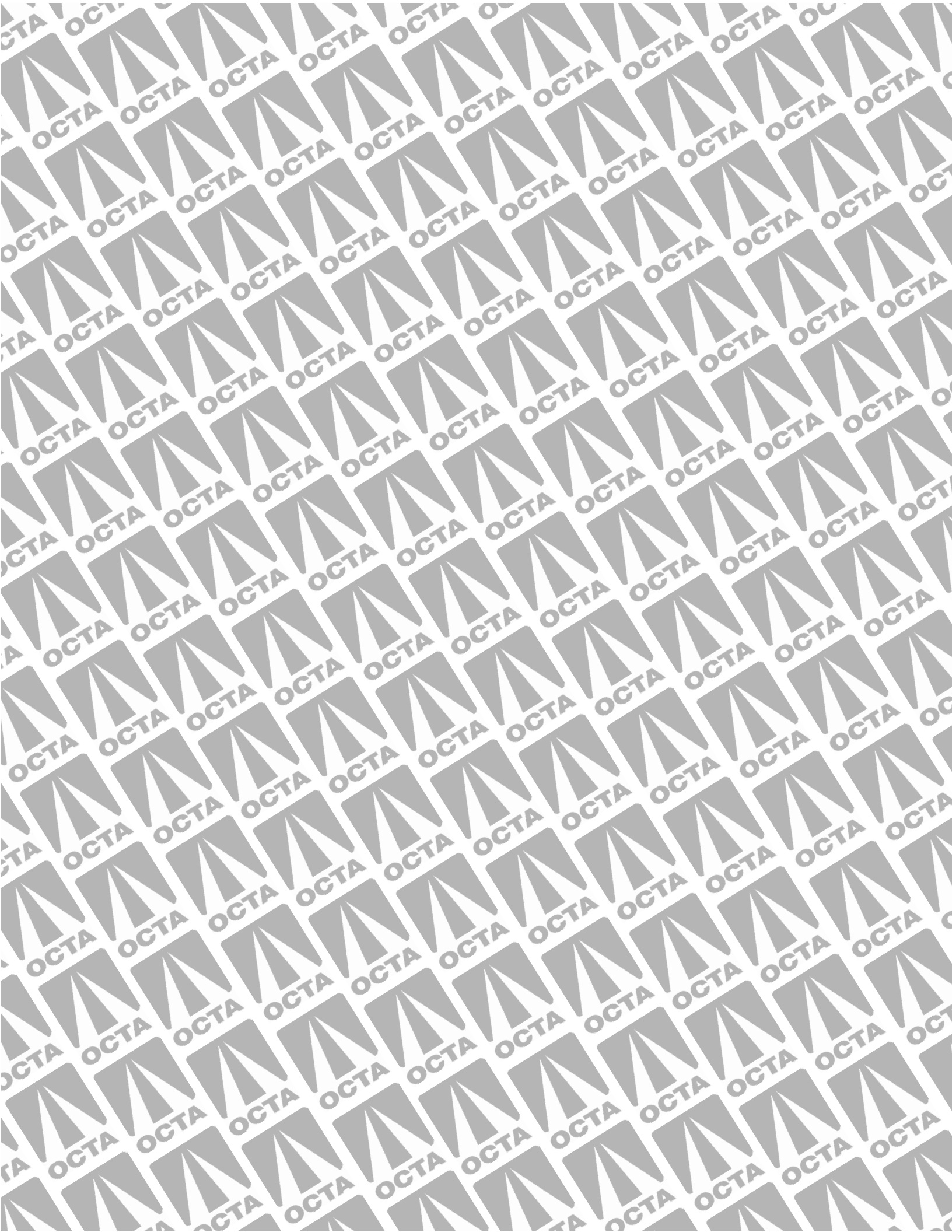
### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Director, Capital Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	646,077	719,669	750,869
7209 Deferred Compensation	7,803	14,549	16,755
7210 Pensions	215,856	251,240	280,789
7220 Insurances	19,116	22,493	24,014
7240 Health Care	124,067	162,563	149,250
7260 Compensated Absences	80,454	92,965	136,366
7270 Workers Compensation	18,496	14,464	18,380
7280 Other Benefits	30,483	56,666	53,316
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,142,352</b>	<b>\$ 1,334,609</b>	<b>\$ 1,429,739</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	2,942	9,779	9,301
7660 Office Expense	5,450	8,120	8,622
7670 Miscellaneous Expense	712	1,435	1,070
<b>Subtotal Services and Supplies</b>	<b>\$ 9,104</b>	<b>\$ 19,334</b>	<b>\$ 18,993</b>
<b>Executive Director, Capital Programs Total Expense</b>	<b>\$ 1,151,456</b>	<b>\$ 1,353,943</b>	<b>\$ 1,448,732</b>
<b>Rail</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	859,779	907,692	947,113
7150 Extra Help Employees	17,486	28,000	28,000
7209 Deferred Compensation	15,436	21,776	25,588
7210 Pensions	294,792	317,197	354,508
7220 Insurances	27,616	29,217	31,227
7240 Health Care	91,172	118,402	134,232
7260 Compensated Absences	100,495	117,254	172,009
7270 Workers Compensation	25,580	18,245	25,424
7280 Other Benefits	67,164	70,593	67,130
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,499,520</b>	<b>\$ 1,628,376</b>	<b>\$ 1,785,231</b>
<u>Services and Supplies</u>			
7510 Professional Services	558,761	235,000	410,000
7610 Outside Services	223,719	365,000	575,000
7650 Travel, Training, and Mileage	17,297	29,136	33,594
7660 Office Expense	4,434	12,550	9,800
7670 Miscellaneous Expense	2,605	5,102	5,585
7690 Leases	25,598	56,400	57,200
7830 Contributions to Other Agencies	788,597	400,000	4,050,000
<b>Subtotal Services and Supplies</b>	<b>\$ 1,621,011</b>	<b>\$ 1,103,188</b>	<b>\$ 5,141,179</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	357,314	4,945,000	6,547,500
9080 Construction in Progress	69,460	16,600,000	12,612,500
<b>Subtotal Capital Expenditure</b>	<b>\$ 426,774</b>	<b>\$ 21,545,000</b>	<b>\$ 19,160,000</b>
<b>Rail Total Expenses</b>	<b>\$ 3,547,305</b>	<b>\$ 24,276,564</b>	<b>\$ 26,086,410</b>

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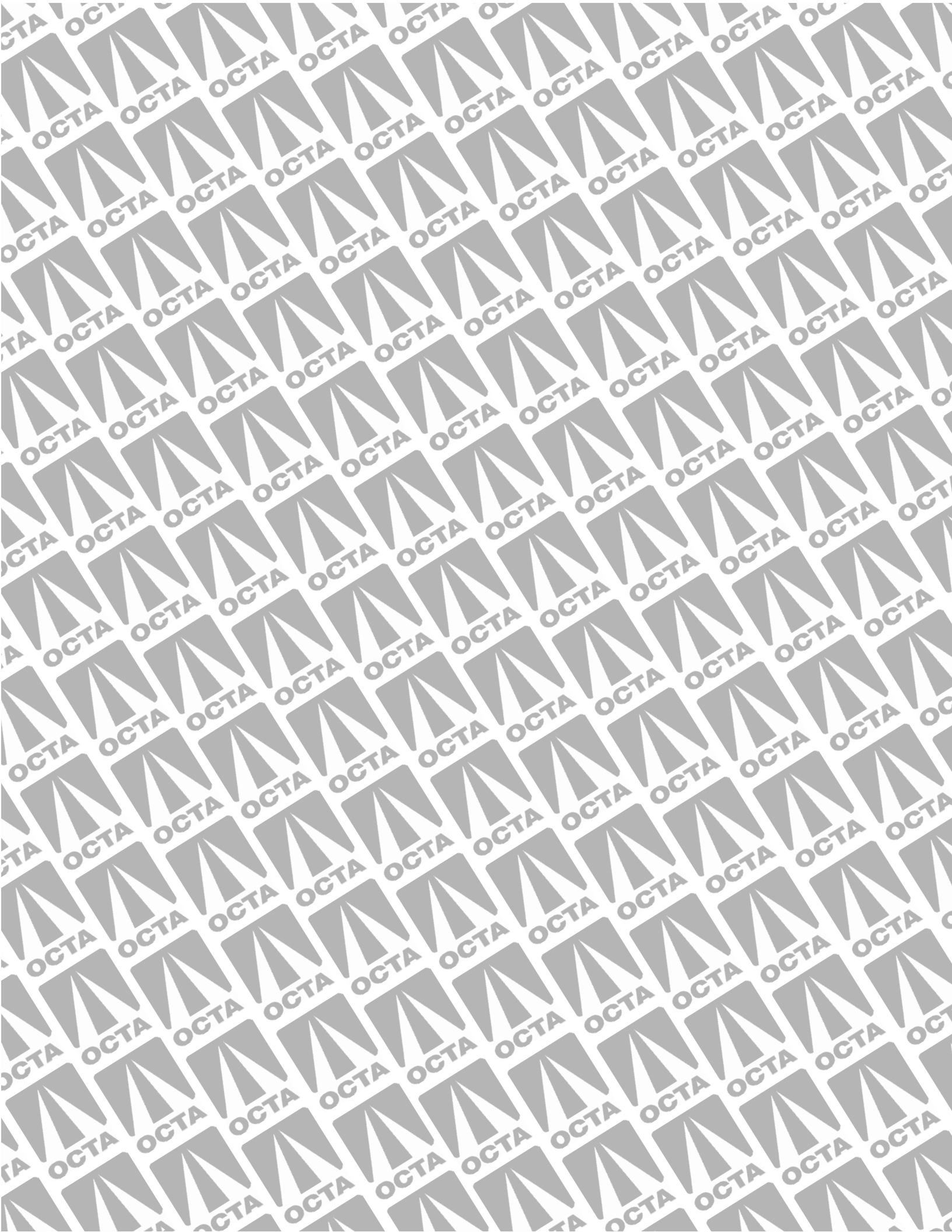
**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Highway Programs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,305,628	1,612,164	1,642,746
7150 Extra Help Employees	24,791	39,000	39,000
7209 Deferred Compensation	14,103	40,280	39,630
7210 Pensions	461,737	560,975	612,507
7220 Insurances	42,324	50,415	52,689
7240 Health Care	166,375	243,575	242,613
7260 Compensated Absences	148,818	208,251	298,342
7270 Workers Compensation	37,589	32,405	37,360
7280 Other Benefits	60,307	112,531	104,158
<b>Subtotal Salaries and Benefits</b>	<b>\$ 2,261,672</b>	<b>\$ 2,899,596</b>	<b>\$ 3,069,045</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,751,964	450,000	3,900,000
7650 Travel, Training, and Mileage	3,025	12,257	14,864
7660 Office Expense	3,607	7,520	6,800
7670 Miscellaneous Expense	3,230	5,780	7,200
<b>Subtotal Services and Supplies</b>	<b>\$ 1,761,826</b>	<b>\$ 475,557</b>	<b>\$ 3,928,864</b>
<b>Highway Programs Total Expenses</b>	<b>\$ 4,023,498</b>	<b>\$ 3,375,153</b>	<b>\$ 6,997,909</b>

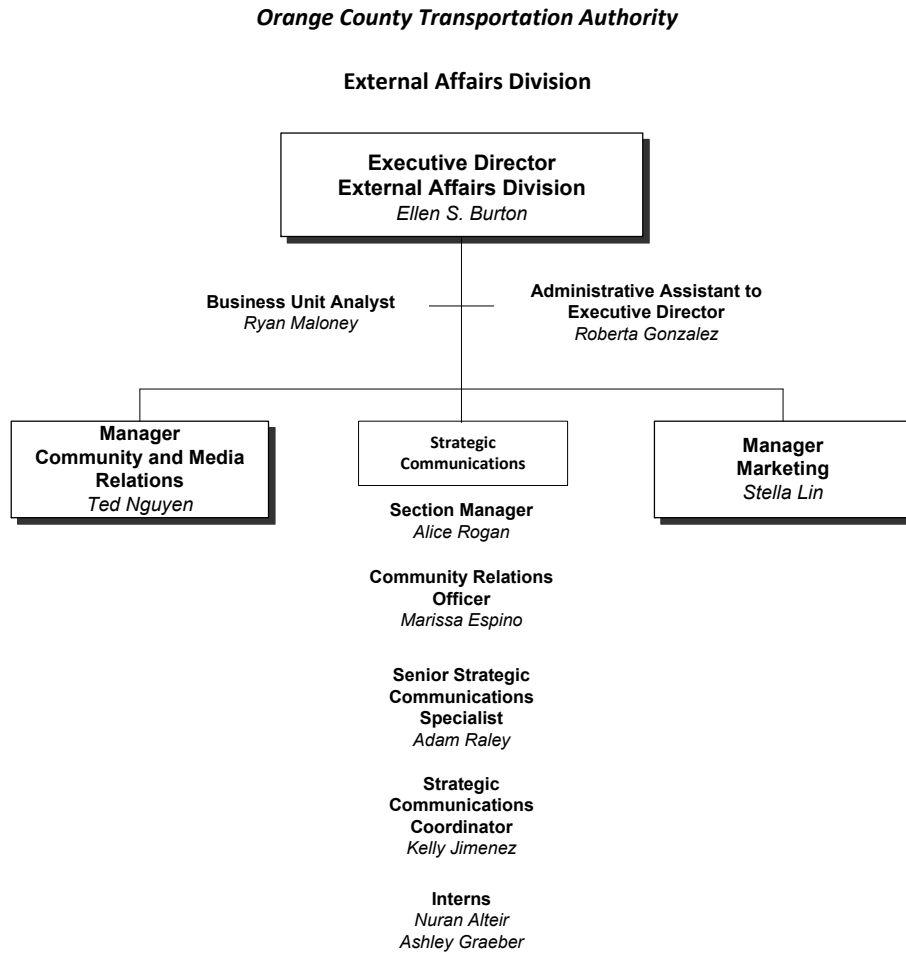


# External Affairs





Division Organizational Chart





### Division Overview

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

#### Organization

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

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

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

The **Customer Engagement** section is OCTA's customer advocacy group, providing customer feedback primarily for OCTA bus and ACCESS service. Customer relations staff oversees the operation of the outsourced telephone information center which assists customers with trip planning and provides general information to bus riders seven days a week, 365 days a year and handles more than 810,000 calls per year. This section also staffs the OCTA Store and administers OCTA's retail pass program which includes more than 190 outlets.

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

The **Transportation Demand Management Marketing**

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

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

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

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

#### Accomplishments Fiscal Year 2012-13

- Provided required public outreach and feedback process for bus service fare adjustment and proposed additional bus services.
- Introduced new riders and increased overall ridership on Metrolink with special service such as the Angels Express and promoted service to local community events.
- Developed and launched a pilot bike-share program in the City of Fullerton, with more than 15 automated stations and 165 bicycles for rent. Held four additional

### Accomplishments Fiscal Year 2012-13 (continued)

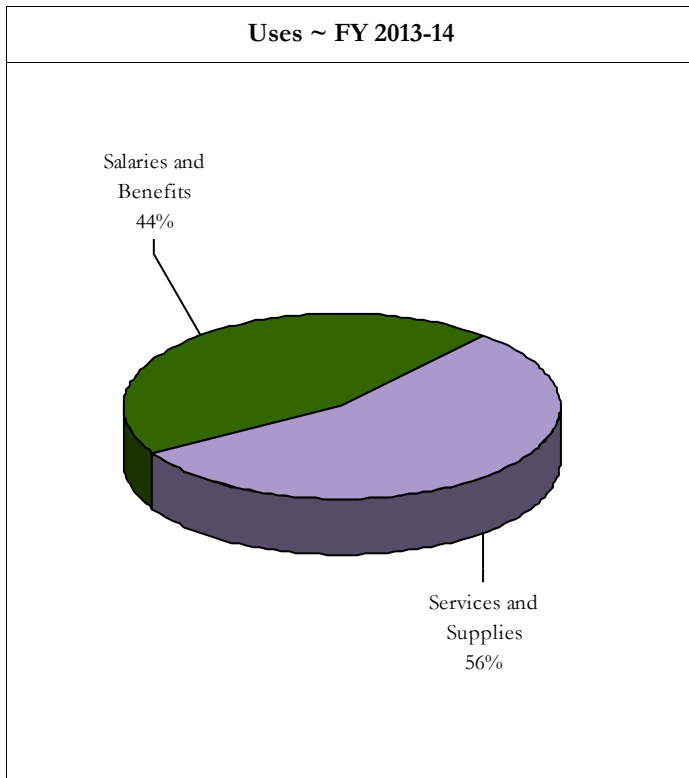
- public district workshops in other districts to develop regional bikeway networks.
- Launched a completely redesigned and streamlined OCTA.net website, with more than 19 million page views in FY 2012-13.
  - Developed and implemented a Station Van program to provide last-mile connections between transit centers and businesses. Continued to grow the vanpool program, with more than 440 vans as of December 2012.
  - Successfully provided capital outreach and public awareness programs for more than \$1.4 billion worth of capital projects. Outreach activities supported key activities this year, including the completion of the SR-91 (SR-241 to SR-55 segment) project, the start of the SR-91 (I-5 to SR-57 segment) project, supporting construction on the OC Bridges, I-5 South County and SR-57 projects, and the closure of the Seal Beach Bridge as part of the West County Connectors project.
  - Provided outreach associated with the public environmental approval phase for the I-405 Improvement Project.
  - Increased public awareness of OCTA programs and services with proactive media relations, issuing more than 80 press releases and generating more than 500 media stories.
  - Created a performance based annual report for Measure M and supported public committees. The Taxpayer Oversight Committee found OCTA in compliance with the Measure M ordinance for the 22nd year in a row.
  - Supported the CEO and Board initiatives, including the Breaking Down Barriers initiative, and developed orientation materials for new Board members.
  - Continue to maximize public participation opportunities and reach out to diverse communities to provide them with meaningful opportunities to engage with OCTA.
  - Promote alternatives to single occupant vehicle travel.
  - Continue to expand rideshare and non-motorized alternatives through bike-share pilot program, station van program and growing the overall vanpool program.
  - Administer and grow revenue-generating programs such as the bus advertising program, bus book sales, and prepaid fare media program.
  - Cultivate new relationships and partnerships to enhance OCTA's leadership role countywide, regionwide and nationwide.
  - Provide OCTA customers and stakeholders with quality, cost-effective public information that enhances awareness of services and programs, encourages use, supports transparency in government, and creates positive perceptions of the agency.

### Goals Fiscal Year 2013-14

- Encourage the use of OCTA's programs and services while ensuring transparency and accountability to the public through comprehensive, proactive communication efforts.
- Build awareness and usage of OCTA's bus and Metrolink services, including new pilot limited-stop bus service.
- Increase public awareness of OCTA's programs and projects with cost-effective media relations and enhanced public outreach programs.
- Ensure two-way communication between OCTA and its customers and stakeholders by listening, sharing, recording information, and responding to public comments.
- Raise public understanding of freeway capital improvement projects and rail services with outreach and education efforts.

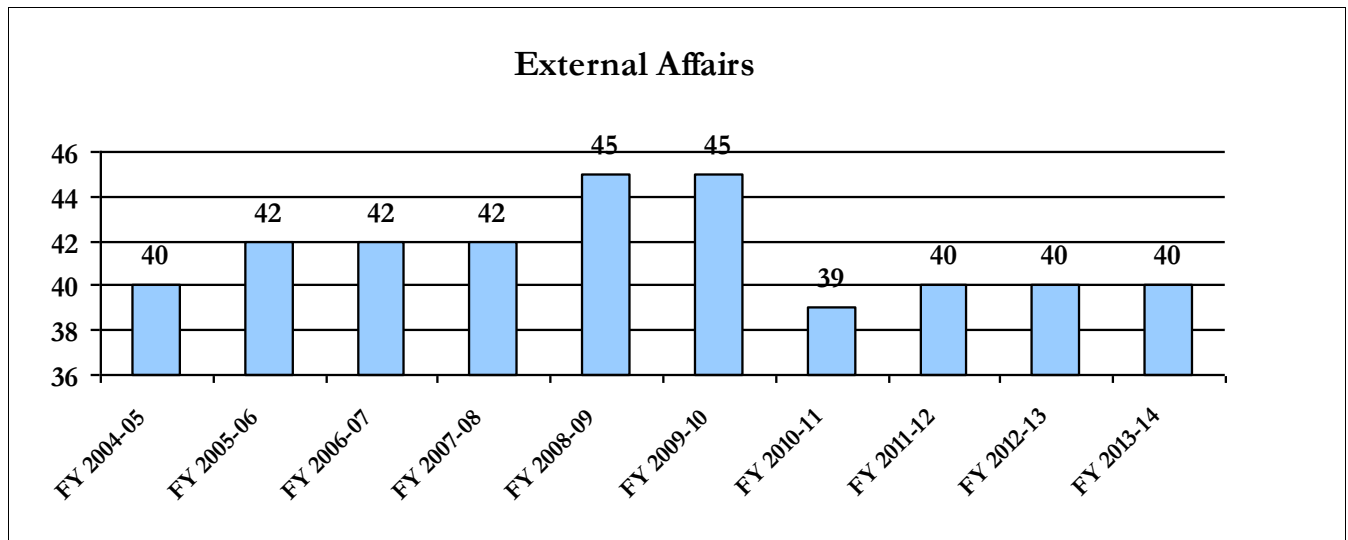
# External Affairs

## External Affairs



Uses	Amount
Salaries and Benefits	\$ 5,000,642
Services and Supplies	6,256,430
<b>Total Uses</b>	<b>\$ 11,257,072</b>

## Staffing Plan



**Division Staffing**

<b>Department</b>	<b>FY 2011-12 Approved Budget</b>	<b>FY 2012-13 Approved Budget</b>	<b>FY 2013-14 Proposed Budget</b>
Executive Director, External Affairs	3	3	3
Marketing	11	11	11
OCTD Marketing	8	8	8
Public Communications	10	10	10
Vanpool	3	3	3
Rideshare	1	1	1
Strategic Communications	4	4	4
<b>Total External Affairs</b>	<b>40</b>	<b>40</b>	<b>40</b>

## External Affairs

### Division Staffing by Department - Job Family

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Executive Director, External Affairs</u>			
Administrative Assistant	1	1	1
Business Unit Analyst	1	1	1
Executive Director	1	1	1
<b>Subtotal Executive Director, External Affairs</b>	<b>3</b>	<b>3</b>	<b>3</b>
<u>Marketing</u>			
Department Manager	1	1	1
External Affairs Administrator	1	1	1
Marketing Program Administrator	1	1	1
Marketing Specialist	2	2	2
Public Information Specialist	2	2	2
Section Manager	2	2	2
Web Developer	2	2	2
<b>Subtotal Marketing</b>	<b>11</b>	<b>11</b>	<b>11</b>
<u>OCTD Marketing</u>			
Customer Relations Specialist	5	5	5
Marketing Specialist	2	2	2
Section Manager	1	1	1
<b>Subtotal OCTD Marketing</b>	<b>8</b>	<b>8</b>	<b>8</b>
<u>Public Communications</u>			
Community Relations Officer	2	1	2
Community Relations Specialist	5	5	4
Department Manager	1	1	1
Media Relations	1	2	3
Special Assignment	1	1	0
<b>Subtotal Public Communications</b>	<b>10</b>	<b>10</b>	<b>10</b>
<u>Vanpool</u>			
Marketing Specialist	2	2	2
Office Specialist	1	1	1
<b>Subtotal Vanpool</b>	<b>3</b>	<b>3</b>	<b>3</b>

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**Division Staffing by Department - Job Family**

<b>Department / Job Classification</b>	<b>FY 2011-12 Approved Budget</b>	<b>FY 2012-13 Approved Budget</b>	<b>FY 2013-14 Proposed Budget</b>
<u>Rideshare</u>			
Marketing Specialist	1	1	1
<b>Subtotal Rideshare</b>	<b>1</b>	<b>1</b>	<b>1</b>
<u>Strategic Communications</u>			
Community Relations Officer	1	1	1
Community Relations Specialist	2	2	1
Section Manager	1	1	1
Telecommunications Coordinator	0	0	1
<b>Subtotal Strategic Communications</b>	<b>4</b>	<b>4</b>	<b>4</b>
<b>Total External Affairs</b>	<b>40</b>	<b>40</b>	<b>40</b>

## External Affairs

### Division Expenses

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,478,036	2,491,986	2,559,809
7150 Extra Help Employees	106,655	142,400	142,400
7209 Deferred Compensation	36,240	49,910	54,293
7210 Pensions	850,508	857,949	950,051
7220 Insurances	86,339	84,633	89,661
7240 Health Care	451,915	567,935	506,838
7260 Compensated Absences	308,254	319,070	461,988
7270 Workers Compensation	74,931	49,645	73,040
7280 Other Benefits	159,445	184,140	162,562
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,552,323</b>	<b>\$ 4,747,668</b>	<b>\$ 5,000,642</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	1,826,474	1,965,600	2,403,100
7510 Professional Services	2,343,563	3,991,600	3,159,400
7540 Insurance Claims Expense	141	0	0
7610 Outside Services	463,785	330,800	287,500
7630 Advertising Fees	89,787	180,000	102,000
7650 Travel, Training, and Mileage	28,156	31,183	26,755
7660 Office Expense	220,044	200,500	211,250
7670 Miscellaneous Expense	23,375	19,839	21,425
7750 Maintenance Expense	4,276	0	0
7790 Other Materials and Supplies	4,964	15,000	15,000
7830 Contributions to Other Agencies	25,000	30,000	30,000
<b>Subtotal Services and Supplies</b>	<b>\$ 5,029,565</b>	<b>\$ 6,764,522</b>	<b>\$ 6,256,430</b>
<b>Total Uses</b>	<b>\$ 9,581,888</b>	<b>\$ 11,512,190</b>	<b>\$ 11,257,072</b>

**Division Expenses by Department**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Salaries and Benefits</b>			
600 Executive Director, External Affairs	558,987	492,827	518,514
601 Marketing	1,311,805	1,407,324	1,512,008
602 Customer Relations	60,338	0	0
603 OCTD Marketing	650,378	681,117	657,137
604 Public Communications	1,263,283	1,323,746	1,404,990
607 Vanpool	155,134	214,987	237,222
608 Rideshare	109,543	111,303	118,500
609 Strategic Communications	442,855	516,364	552,271
<b>Subtotal Salaries and Benefits</b>	<b>\$ 4,552,323</b>	<b>\$ 4,747,668</b>	<b>\$ 5,000,642</b>
<b>Services and Supplies</b>			
600 Executive Director, External Affairs	14,544	18,847	25,464
601 Marketing	290,453	236,570	265,045
602 Customer Relations	282	0	0
603 OCTD Marketing	2,074,709	2,505,138	2,318,682
604 Public Communications	168,972	197,827	151,754
606 OCTD Customer Relations	1,470	0	0
607 Vanpool	1,917,172	2,165,600	2,663,100
608 Rideshare	561,822	1,591,940	719,400
609 Strategic Communications	141	48,600	112,985
<b>Subtotal Services and Supplies</b>	<b>\$ 5,029,565</b>	<b>\$ 6,764,522</b>	<b>\$ 6,256,430</b>
<b>Total Expenses</b>	<b>\$ 9,581,888</b>	<b>\$ 11,512,190</b>	<b>\$ 11,257,072</b>



## External Affairs

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Director, External Affairs</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	300,639	261,937	270,426
7209 Deferred Compensation	11,916	11,545	12,599
7210 Pensions	103,293	92,444	102,142
7220 Insurances	8,522	8,363	8,977
7240 Health Care	52,904	54,088	42,042
7260 Compensated Absences	42,868	33,578	48,751
7270 Workers Compensation	9,136	5,225	9,080
7280 Other Benefits	29,709	25,647	24,497
<b>Subtotal Salaries and Benefits</b>	<b>\$ 558,987</b>	<b>\$ 492,827</b>	<b>\$ 518,514</b>
<u>Services and Supplies</u>			
7510 Professional Services	5,850	0	0
7650 Travel, Training, and Mileage	1,953	1,437	1,414
7660 Office Expense	4,207	7,800	13,800
7670 Miscellaneous Expense	2,534	9,610	10,250
<b>Subtotal Services and Supplies</b>	<b>\$ 14,544</b>	<b>\$ 18,847</b>	<b>\$ 25,464</b>
<b>Executive Director, External Affairs Total Expenses</b>	<b>\$ 573,531</b>	<b>\$ 511,674</b>	<b>\$ 543,978</b>
<b>Marketing</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	735,119	749,053	775,801
7150 Extra Help Employees	19,161	39,000	39,000
7209 Deferred Compensation	9,370	13,046	12,952
7210 Pensions	252,099	256,313	286,517
7220 Insurances	23,781	25,641	26,129
7240 Health Care	135,992	159,399	162,677
7260 Compensated Absences	81,171	95,859	139,807
7270 Workers Compensation	21,287	14,914	21,154
7280 Other Benefits	33,825	54,099	47,971
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,311,805</b>	<b>\$ 1,407,324</b>	<b>\$ 1,512,008</b>
<u>Services and Supplies</u>			
7510 Professional Services	165,275	155,000	205,000
7610 Outside Services	45,844	0	0
7630 Advertising Fees	18,103	55,000	30,000
7650 Travel, Training, and Mileage	7,211	7,595	7,730
7660 Office Expense	44,984	12,200	14,950
7670 Miscellaneous Expense	6,868	1,775	2,365
7790 Other Materials and Supplies	2,168	5,000	5,000
<b>Subtotal Services and Supplies</b>	<b>\$ 290,453</b>	<b>\$ 236,570</b>	<b>\$ 265,045</b>
<b>Marketing Total Expenses</b>	<b>\$ 1,602,258</b>	<b>\$ 1,643,894</b>	<b>\$ 1,777,053</b>

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**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Customer Relations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	24,548	0	0
7150 Extra Help Employees	-14	0	0
7209 Deferred Compensation	44	0	0
7210 Pensions	8,006	0	0
7220 Insurances	720	0	0
7240 Health Care	617	0	0
7260 Compensated Absences	724	0	0
7270 Workers Compensation	1,436	0	0
7280 Other Benefits	24,257	0	0
<b>Subtotal Salaries and Benefits</b>	<b>\$ 60,338</b>	<b>\$ 0</b>	<b>\$ 0</b>
<u>Services and Supplies</u>			
7660 Office Expense	282	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 282</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Customer Relations Total Expenses</b>	<b>\$ 60,620</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>OCTD Marketing</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	355,098	373,171	346,719
7150 Extra Help Employees	72	0	0
7209 Deferred Compensation	3,183	5,775	5,903
7210 Pensions	125,862	126,876	126,538
7220 Insurances	13,188	13,453	14,559
7240 Health Care	58,748	79,801	68,109
7260 Compensated Absences	41,665	47,171	62,061
7270 Workers Compensation	10,731	7,339	10,665
7280 Other Benefits	41,831	27,531	22,583
<b>Subtotal Salaries and Benefits</b>	<b>\$ 650,378</b>	<b>\$ 681,117</b>	<b>\$ 657,137</b>
<u>Services and Supplies</u>			
7510 Professional Services	1,740,568	2,085,000	1,935,000
7610 Outside Services	98,313	124,000	124,000
7630 Advertising Fees	70,290	115,000	70,000
7650 Travel, Training, and Mileage	2,640	3,688	3,732
7660 Office Expense	156,270	167,000	175,500
7670 Miscellaneous Expense	1,099	450	450
7750 Maintenance Expense	2,733	0	0
7790 Other Materials and Supplies	2,796	10,000	10,000
<b>Subtotal Services and Supplies</b>	<b>\$ 2,074,709</b>	<b>\$ 2,505,138</b>	<b>\$ 2,318,682</b>
<b>OCTD Marketing Total Expenses</b>	<b>\$ 2,725,087</b>	<b>\$ 3,186,255</b>	<b>\$ 2,975,819</b>

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## External Affairs

### Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Public Communications</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	673,295	678,117	708,010
7150 Extra Help Employees	59,385	65,400	65,400
7209 Deferred Compensation	7,237	12,580	13,093
7210 Pensions	232,928	233,193	263,887
7220 Insurances	24,861	22,358	23,886
7240 Health Care	127,426	161,612	140,496
7260 Compensated Absences	97,229	87,212	128,220
7270 Workers Compensation	20,803	13,570	20,671
7280 Other Benefits	20,119	49,704	41,327
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,263,283</b>	<b>\$ 1,323,746</b>	<b>\$ 1,404,990</b>
<u>Services and Supplies</u>			
7510 Professional Services	10,418	10,000	10,000
7610 Outside Services	135,556	154,700	121,400
7630 Advertising Fees	1,394	10,000	2,000
7650 Travel, Training, and Mileage	5,513	10,977	10,204
7660 Office Expense	3,608	8,000	3,500
7670 Miscellaneous Expense	10,940	4,150	4,650
7750 Maintenance Expense	1,543	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 168,972</b>	<b>\$ 197,827</b>	<b>\$ 151,754</b>
<b>Public Communications Total Expenses</b>	<b>\$ 1,432,255</b>	<b>\$ 1,521,573</b>	<b>\$ 1,556,744</b>
<b>OCTD Customer Relations</b>			
<u>Services and Supplies</u>			
7610 Outside Services	-388	0	0
7660 Office Expense	1,858	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 1,470</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>OCTD Customer Relations Total Expenses</b>	<b>\$ 1,470</b>	<b>\$ 0</b>	<b>\$ 0</b>

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**Department Expenses**

<b>Expenses</b>	<b>FY 2011-12 Actuals</b>	<b>FY 2012-13 Budget</b>	<b>FY 2013-14 Budget</b>
<b>Vanpool</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	93,511	113,883	126,320
7209 Deferred Compensation	449	1,780	2,128
7210 Pensions	30,139	39,337	46,776
7220 Insurances	3,823	4,321	4,893
7240 Health Care	15,423	31,416	24,434
7260 Compensated Absences	9,282	14,712	22,940
7270 Workers Compensation	2,507	2,289	2,491
7280 Other Benefits	0	7,249	7,240
<b>Subtotal Salaries and Benefits</b>	<b>\$ 155,134</b>	<b>\$ 214,987</b>	<b>\$ 237,222</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	1,826,474	1,965,600	2,403,100
7510 Professional Services	90,695	200,000	260,000
7660 Office Expense	3	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 1,917,172</b>	<b>\$ 2,165,600</b>	<b>\$ 2,663,100</b>
<b>Vanpool Total Expenses</b>	<b>\$ 2,072,306</b>	<b>\$ 2,380,587</b>	<b>\$ 2,900,322</b>
<b>Rideshare</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	54,320	51,531	53,970
7150 Extra Help Employees	9,729	13,000	13,000
7209 Deferred Compensation	586	151	619
7210 Pensions	17,231	18,249	20,473
7220 Insurances	2,363	1,828	1,892
7240 Health Care	17,863	15,579	13,956
7260 Compensated Absences	5,740	6,656	9,801
7270 Workers Compensation	1,711	1,036	1,702
7280 Other Benefits	0	3,273	3,087
<b>Subtotal Salaries and Benefits</b>	<b>\$ 109,543</b>	<b>\$ 111,303</b>	<b>\$ 118,500</b>
<u>Services and Supplies</u>			
7510 Professional Services	330,757	1,541,600	674,400
7610 Outside Services	184,460	15,000	15,000
7650 Travel, Training, and Mileage	10,839	3,540	0
7660 Office Expense	8,832	0	0
7670 Miscellaneous Expense	1,934	1,800	0
7830 Contributions to Other Agencies	25,000	30,000	30,000
<b>Subtotal Services and Supplies</b>	<b>\$ 561,822</b>	<b>\$ 1,591,940</b>	<b>\$ 719,400</b>
<b>Rideshare Total Expenses</b>	<b>\$ 671,365</b>	<b>\$ 1,703,243</b>	<b>\$ 837,900</b>

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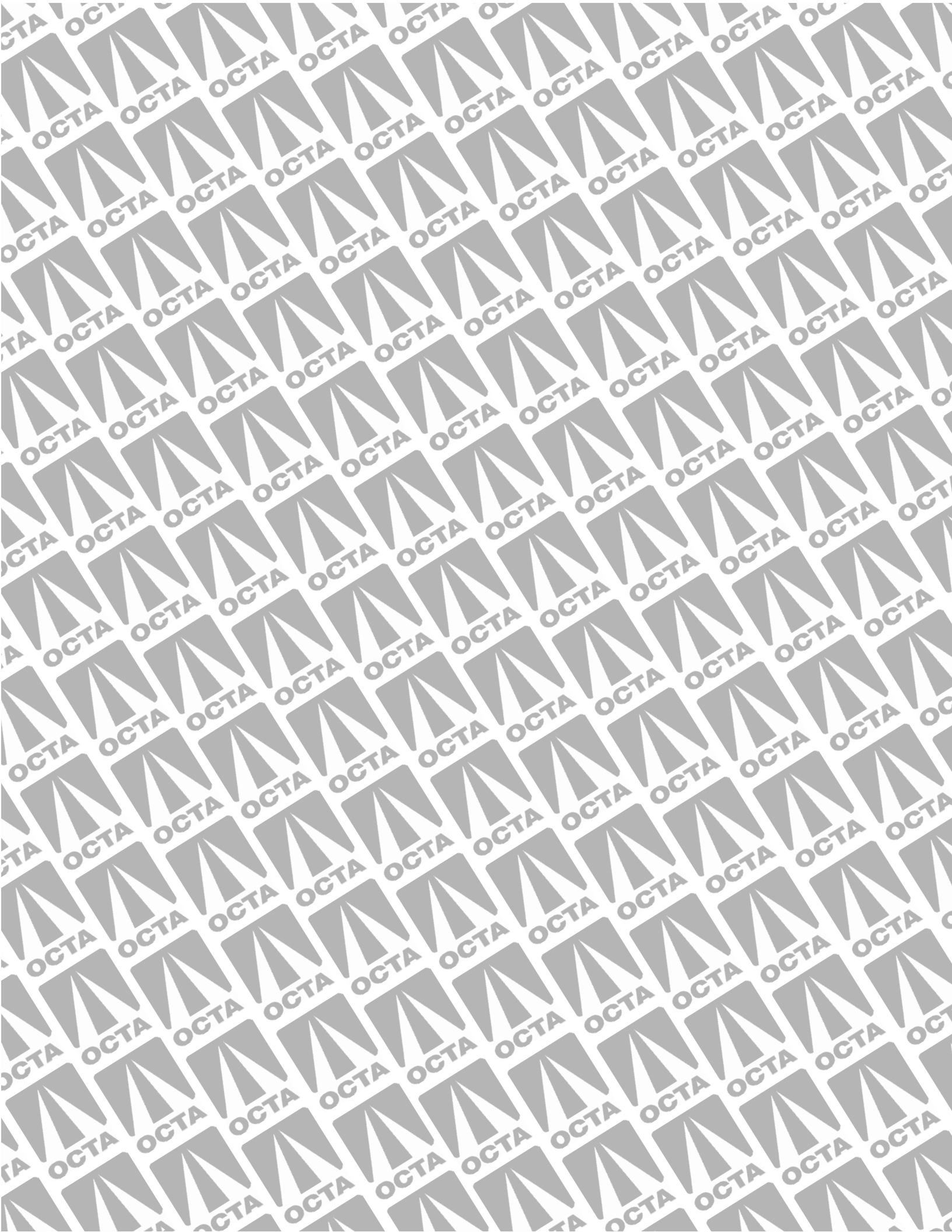
## External Affairs

### Department Expenses

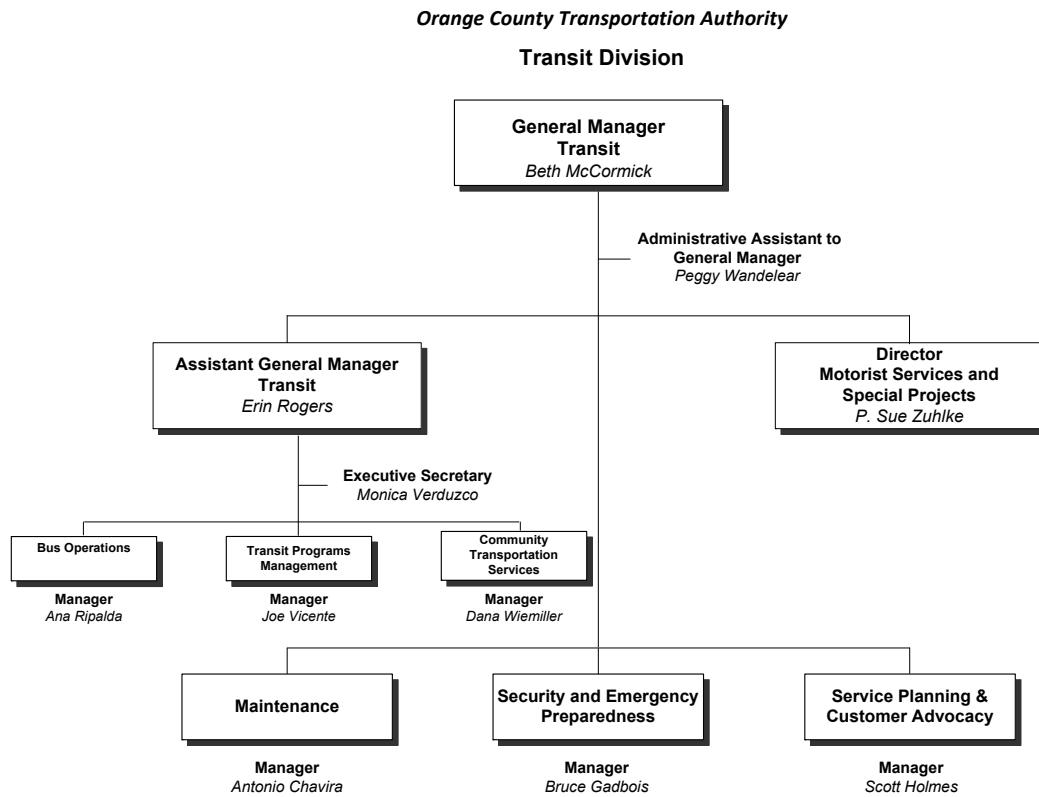
Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Strategic Communications</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	241,506	264,294	278,563
7150 Extra Help Employees	18,322	25,000	25,000
7209 Deferred Compensation	3,455	5,033	6,999
7210 Pensions	80,950	91,537	103,718
7220 Insurances	9,081	8,669	9,325
7240 Health Care	42,942	66,040	55,124
7260 Compensated Absences	29,575	33,882	50,408
7270 Workers Compensation	7,320	5,272	7,277
7280 Other Benefits	9,704	16,637	15,857
<b>Subtotal Salaries and Benefits</b>	<b>\$ 442,855</b>	<b>\$ 516,364</b>	<b>\$ 552,271</b>
<u>Services and Supplies</u>			
7510 Professional Services	0	0	75,000
7540 Insurance Claims Expense	141	0	0
7610 Outside Services	0	37,100	27,100
7650 Travel, Training, and Mileage	0	3,946	3,675
7660 Office Expense	0	5,500	3,500
7670 Miscellaneous Expense	0	2,054	3,710
<b>Subtotal Services and Supplies</b>	<b>\$ 141</b>	<b>\$ 48,600</b>	<b>\$ 112,985</b>
<b>Strategic Communications Total Expenses</b>	<b>\$ 442,996</b>	<b>\$ 564,964</b>	<b>\$ 665,256</b>

# Transit





**Division Organization Chart**





## Division Overview

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

## Organization

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

The **Motorist Services** Department plans, directs, and administers several elements of the OCTA family of services. These include the Service Authority for Freeway Emergencies (SAFE) and the Orange County Taxi Administration Program (OCTAP). SAFE operates the Freeway Service Patrol (FSP) program, the call box system, and the 511 motorist aid traveler information system. OCTAP regulates the taxicab industry

for the County of Orange and its 34 cities and is funded through company, vehicle, and driver permit fees. For these programs, the Motorist Services Department personnel ensure that management and operational controls and resources are in place to effectively and efficiently implement these programs.

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

The **Central Communications** section maintains a wireless communications link to all in-service buses to provide real-time service management, prevent or address service disruptions, and maintain the ability to quickly respond to emergencies. Central Communications staff also coordinate in-vehicle communications for Field Operations, Maintenance, and Transit Police Services, and serves as a central source for problem resolution. In addition, the section is considered part of the first responders' team on behalf of OCTA for any major emergency or disaster event in Orange County following the National Incident Management System (NIMS).

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

The **Operations Training** section is responsible for training coach operators, conducting training campaigns at bases, retraining operators, and conducting the Annual Required Training (ART) for veteran coach operators mandated by the Department of Motor Vehicles (DMV). The training staff has played a key role in aligning the training programs

## Organization (continued)

with OCTA's "Customers First" philosophy and conducting corresponding customer service training.

The **Maintenance** Department is responsible for providing and maintaining a multitude of items, including the directly operated fixed route revenue and non-revenue fleets, as well as associated operations and maintenance facilities. In addition, the department is responsible for heavy maintenance and electronics support for directly operated and contractor operated revenue fleets, and procurement of all OCTA rolling stock. The department consists of five sections, which include: three Maintenance Base Operations, Maintenance Resource Management (MRM)/Facilities Maintenance, and Transit Technical Services (TTS).

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

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

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

Circle), seven transit centers, and two OCTA park-and-ride centers.

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

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

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

The **Stops and Zones** function is responsible for establishing new bus stops and maintaining the agency's 6,200 plus bus stop locations. The section provides expertise to city traffic engineers, planners, architects, and developers regarding the safe placement of bus stops, appropriate transit and passenger amenities, and ADA mandated accessibility issues. Staff also reviews street improvement projects, environmental impact reports submitted by various agencies, and maintains the county's bus stop database on a daily basis.

The **Community Transportation Services (CTS)** Department is comprised of contract transportation oversight and the development of community partnerships to provide alternative transportation options for seniors and persons with disabilities. Oversight of contract operations includes

**Division Narrative (continued)**

monitoring vendor performance to effectively deliver transit services including ACCESS, OCTA's complementary paratransit service required by the Americans with Disabilities Act (ADA); contracted fixed route, including express bus service, StationLink rail feeder service which provides the connection between Metrolink commuter trains and employment centers, and the Same-Day Taxi Program for ADA-eligible passengers. The CTS staff provides direct oversight of contractor performance to ensure OCTA's operating and vehicle maintenance standards are achieved and maintained per contract guidelines and OCTA standards.

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

The **Transit Programs Management** Department provides project management support for a variety of capital projects as well as operations analysis. The department is responsible for managing and implementing technology projects to improve the efficiency of operations. Key projects currently in place, being implemented, or in the development phase include: Intelligent Transit Management System (ITMS) to upgrade the existing radio system for both ACCESS and fixed-route services, upgrade the servers and access points for on-board video surveillance system (OBVSS) to improve Wi-Fi coverage at all bases and speed-up the uploading of recorded videos, explore fare integration technology and policies to improve regional transit, and replace the aging fluid management system to monitor fuel consumption, to name a few.

The **Operations Analysis** section supports the Transit Division by preparing unbiased, independent, and value-added financial and administrative analyses. Staff conducts research, analyzes operational data, and manages projects in the Transit Division. A key role of this unit is to ensure that capital and service needs for the division are accurately reflected in the Comprehensive Business Plan and the bus capital plan. This unit is responsible for a number of projects including coach operator manpower planning, revenue fleet planning, preparing the Transit Division Dashboard which summarizes performance measures each quarter, developing and tracking the division budget, preparing the National Transit Database (NTD) monthly and annual reporting,

and project management of the Anaheim Transportation Network and the City of Irvine iShuttle contract agreements along with other special projects.

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

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

**Accomplishments Fiscal Year 2012-13**

- Successfully operated the Orange County Fair Express service and the Anaheim Ducks Express service.
- Developed and conducted a series of counter-surveillance classes and exercises.
- Created OCTA's first continuity of operations plan.
- Successfully transitioned 22 percent of fixed route service to contractor to maintain financial sustainability.
- Selected consultant services to develop technical specifications for regional fare integration system.
- Implemented a Wi-Fi demonstration project on express

### Accomplishments Fiscal Year 2012-13 (continued)

route 701.

- Increased inspections of taxicab vehicles to ensure that every taxi is inspected at least twice annually.
- Implemented Board approved midday and weekend Freeway Service Patrol service funded with Measure M2.
- Deployed new Freeway Service Patrol tracking and assist data application using a web-based system.
- Awarded a new, four-year contract for ACCESS paratransit service.

### Goals Fiscal Year 2013-14

- Implement new limited-stop service, new inter and intra county express bus service, and expand the Orange County Fair Express service.
- Complete the upgrade of the radio communications system.
- Complete the transition of the ACCESS paratransit service to a new contractor.
- Complete labor negotiations for coach operator and maintenance collective bargaining units.
- Continue service transition to contractor to maintain financial sustainability.
- Add resources to improve service reliability and on-time performance.
- Update system security and emergency preparedness plan.
- Continue to monitor and measure key performance indicators and update the information on the OCTA website quarterly.
- Conduct a benefit/cost analysis of all Freeway Service Patrol service and redeploy service as necessary to maximize cost effectiveness and increase congestion relief benefit.
- Implement electronic processing of taxicab driver permits, including upgrading driver permit with tamperproof features.

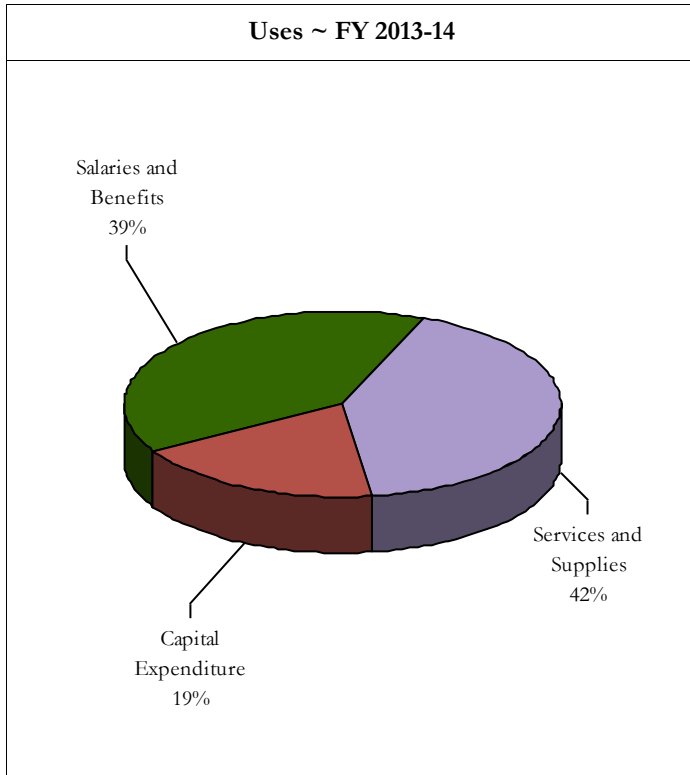
**OCTD Fiscal Year 2013-14 Services & Cost Analysis**

	Performance Indicators	Directly Operated Fixed Route	Contracted Fixed Route	ACCESS	ADA Taxi Service	Same Day Taxi Service	Special Agency Services	System Total
<b>Service Provided</b>	Vehicle Hours (VH)	1,303,822	496,995	599,746				2,400,564
	Vehicle Miles (VM)	16,942,393	8,138,460	9,446,546				34,527,398
	Revenue Hours (RVH)	1,208,832	414,287	521,000				2,144,119
	Revenue Miles (RVM)	14,497,247	5,937,238	7,753,596				28,188,081
<b>Passenger Usage</b>	Boardings	42,574,573	7,620,668	971,583	264,600	59,581	236,724	51,727,729
	Boardings per VH	32.65	15.33	1.62				21.55
	Boardings per VM	2.51	0.94	0.10				1.50
	Boardings per RVH	35.22	18.39	1.86				24.13
	Boardings per RVM	0.34	0.78	7.98				0.54
<b>Operating Costs</b>	Costs	\$194,053,965	\$33,023,318	\$39,824,218	\$9,773,753	\$459,965	\$4,170,835	\$281,306,055
	Cost per VH	\$148.83	\$66.45	\$66.40				\$117.18
	Cost per VM	\$11.45	\$4.06	\$4.22				\$8.15
	Cost per RVH	\$160.53	\$79.71	\$76.44				\$131.20
	Cost per RVM	\$13.39	\$5.56	\$5.14				\$9.98
	Cost per Boarding	\$4.56	\$4.33	\$40.99	\$36.94	\$7.72	\$17.62	\$5.44
<b>Fare Revenues</b>	Revenue	\$45,936,128	\$9,223,506	\$5,005,247				\$61,117,441
	Revenue per VH	\$35.23	\$18.56	\$9.93				\$25.46
	Revenue per VM	\$2.71	\$1.13	\$0.63				\$1.77
	Revenue per RVH	\$38.00	\$22.26	\$11.44				\$28.50
	Revenue per RVM	\$3.17	\$1.55	\$0.77				\$2.17
	Revenue per Boarding	\$1.08	\$1.21	\$6.13				\$1.18
<b>Farebox Recovery Ratio</b>		23.67%	27.93%	12.57%				21.73%

\* Taxi Service and Special Agency passenger usage and related metrics are reported in terms of trips.

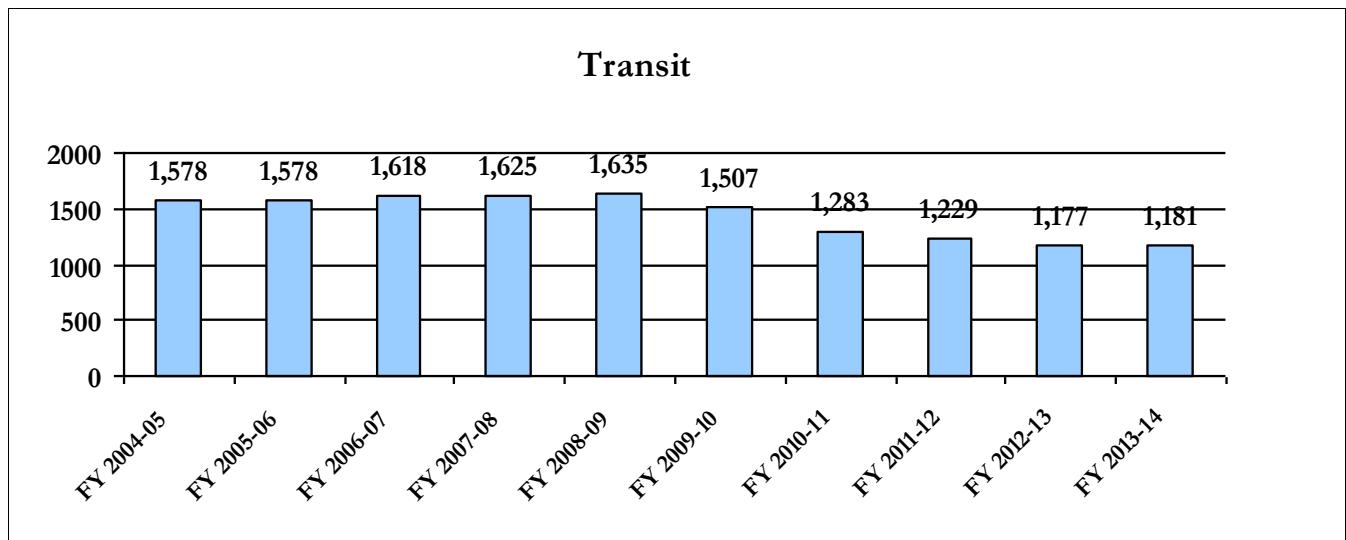
*Note:* Farebox recovery ratio is used to determine the amount of costs that are recovered from passenger fares. The Transportation Development Act requires transit agencies to achieve a 20 percent farebox recovery ratio in order to receive the maximum available sales taxes for public transit purposes.

**Transit**



Uses	Amount
Salaries and Benefits	\$ 112,725,814
Services and Supplies	119,461,364
Capital Expenditure	54,142,129
<b>Total Uses</b>	<b>\$ 286,329,307</b>

**Staffing Plan**



# Transit

## Division Staffing

Department	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
O.C. Taxicab Administration Program	4	4	4
Motorist Services	3	3	3
Executive Director, Bus Operations	3	3	3
Bus Operations	923	871	885
Community Transportation Services	11	12	12
Maintenance	266	263	253
Service Planning and Customer Advocacy	12	12	12
Transit Programs Management	5	6	6
Security Assessment	2	3	3
<b>Total Transit</b>	<b>1,229</b>	<b>1,177</b>	<b>1,181</b>

**Division Staffing by Department - Job Family**

<b>Department / Job Classification</b>	<b>FY 2011-12 Approved Budget</b>	<b>FY 2012-13 Approved Budget</b>	<b>FY 2013-14 Proposed Budget</b>
<u>O.C. Taxicab Administration Program</u>			
Code Administrator	2	2	2
OCTAP Administrator	1	1	1
Office Specialist	1	1	1
<b>Subtotal O.C. Taxicab Administration Program</b>	<b>4</b>	<b>4</b>	<b>4</b>
<u>Motorist Services</u>			
Administrative Specialist	1	1	0
Business Unit Analyst	0	0	1
Director	1	1	1
Section Manager	1	1	1
<b>Subtotal Motorist Services</b>	<b>3</b>	<b>3</b>	<b>3</b>
<u>Executive Director, Bus Operations</u>			
Administrative Assistant	1	1	1
Assistant General Manager	1	1	1
General Manager	1	1	1
<b>Subtotal Executive Director, Bus Operations</b>	<b>3</b>	<b>3</b>	<b>3</b>
<u>Bus Operations</u>			
Administrative Assistant	1	1	1
Base Manager	3	3	3
Base Manager, Assistant	3	3	3
Coach Operator	854	803	817
Department Manager	1	1	1
Field Supervisor	15	15	15
Instructor	6	6	5
Office Specialist	6	6	6
Radio Dispatcher	10	10	10
Section Manager	1	1	1
Section Supervisor	6	6	7
Window Dispatcher	17	16	16
<b>Subtotal Bus Operations</b>	<b>923</b>	<b>871</b>	<b>885</b>
<u>Community Transportation Services</u>			
Administrative Specialist	0	1	1
Department Manager	1	1	1
Maint Field Administrator	3	3	3
Office Specialist	2	2	2
Section Manager	3	3	3
Section Supervisor	1	1	1
Special Assignment	1	1	0
Transportation Analyst	0	0	1
<b>Subtotal Community Transportation Services</b>	<b>11</b>	<b>12</b>	<b>12</b>



**Division Staffing by Department - Job Family**

Department / Job Classification	FY 2011-12 Approved Budget	FY 2012-13 Approved Budget	FY 2013-14 Proposed Budget
<u>Maintenance</u>			
Automotive Mechanic	5	5	5
Base Manager	3	3	3
Business Unit Analyst	0	0	1
Certified Journeymen Mechanic	117	118	112
Department Manager	1	1	1
Facilities Technician	18	18	18
Fleet Analyst	7	7	7
Journeyman Electronic Technician	13	13	12
LNG Technology Specialist	1	0	0
Machinist	2	2	2
Maintenance Instructor	3	3	3
Maintenance Supervisor	15	15	15
Mechanic	7	7	7
Office Specialist	4	4	4
Operations Analyst	1	1	0
Secretary	1	1	1
Section Manager	5	5	5
Section Supervisor	1	2	2
Service Worker	62	58	55
<b>Subtotal Maintenance</b>	<b>266</b>	<b>263</b>	<b>253</b>
<u>Service Planning and Customer Advocacy</u>			
Department Manager	1	1	1
Operations Analyst	0	0	1
Schedule Analyst	4	4	4
Schedule Checker	2	2	2
Section Manager	2	2	2
Special Assignment	0	1	0
Stops & Zones Analyst	3	2	2
<b>Subtotal Service Planning and Customer Advocacy</b>	<b>12</b>	<b>12</b>	<b>12</b>
<u>Transit Programs Management</u>			
Department Manager	1	1	1
Operations Analyst	2	2	1
Project Manager	1	1	1
Section Manager	1	1	2
Transit Project Manager	0	1	1
<b>Subtotal Transit Programs Management</b>	<b>5</b>	<b>6</b>	<b>6</b>
<u>Security Assessment</u>			
Department Manager	1	1	1
Emergency Management	0	1	1
Office Specialist	1	1	1
<b>Subtotal Security Assessment</b>	<b>2</b>	<b>3</b>	<b>3</b>

## Division Expenses

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Salaries and Benefits</b>			
7110 Salaries-Regular Employees	58,249,151	58,586,896	59,649,799
7150 Extra Help Employees	209,527	250,800	469,670
7209 Deferred Compensation	1,055,416	1,010,039	1,132,861
7210 Pensions	17,640,455	17,033,432	19,195,345
7220 Insurances	1,611,512	1,624,616	1,664,639
7240 Health Care	14,508,015	13,703,311	14,007,022
7260 Compensated Absences	8,465,292	8,178,383	8,976,782
7270 Workers Compensation	5,300,287	5,193,898	5,267,740
7280 Other Benefits	2,308,306	2,750,052	2,361,956
<b>Subtotal Salaries and Benefits</b>	<b>\$ 109,347,961</b>	<b>\$ 108,331,427</b>	<b>\$ 112,725,814</b>
<b>Services and Supplies</b>			
7310 Contract Transportation	58,161,417	64,977,446	70,154,882
7510 Professional Services	1,615,214	2,439,698	2,574,308
7540 Insurance Claims Expense	11,270	0	0
7610 Outside Services	9,638,882	12,513,668	12,596,864
7640 Utilities	250	0	0
7650 Travel, Training, and Mileage	87,176	146,826	183,134
7660 Office Expense	123,466	181,742	259,760
7670 Miscellaneous Expense	177,582	232,611	254,802
7690 Leases	219,804	219,804	387,804
7710 Fuels and Lubricants	12,240,666	16,049,104	19,553,876
7740 Tires and Tubes	1,976,847	2,131,804	2,132,803
7750 Maintenance Expense	6,021,271	6,001,039	6,531,216
7780 General Equipment/Structures	2,868	0	0
7790 Other Materials and Supplies	1,071,896	1,325,885	1,184,303
7820 Taxes	55,777	300	308
7830 Contributions to Other Agencies	3,187,070	4,978,138	3,647,304
<b>Subtotal Services and Supplies</b>	<b>\$ 94,591,456</b>	<b>\$ 111,198,065</b>	<b>\$ 119,461,364</b>
<b>Capital Expenditure</b>			
9020 Capital Exp-Locally Funded	2,649,441	10,438,574	54,142,129
<b>Subtotal Capital Expenditure</b>	<b>\$ 2,649,441</b>	<b>\$ 10,438,574</b>	<b>\$ 54,142,129</b>
<b>Total Uses</b>	<b>\$ 206,588,858</b>	<b>\$ 229,968,066</b>	<b>\$ 286,329,307</b>

**Division Expenses by Department**

Description	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<u>Salaries and Benefits</u>			
034 O.C. Taxicab Administration Program	346,028	367,227	400,487
408 Motorist Services	504,231	515,462	559,022
900 Executive Director, Bus Operations	674,817	663,093	712,891
901 Bus Operations	79,523,504	76,981,309	80,729,640
902 Community Transportation Services	1,191,489	1,388,052	1,442,966
904 Maintenance	24,669,124	25,665,005	25,886,762
906 Service Planning and Customer Advocacy	1,416,535	1,457,364	1,595,366
911 Transit Programs Management	749,252	870,333	934,935
913 Security Assessment	272,981	423,582	463,745
<b>Subtotal Salaries and Benefits</b>	<b>\$ 109,347,961</b>	<b>\$ 108,331,427</b>	<b>\$ 112,725,814</b>
<u>Services and Supplies</u>			
034 O.C. Taxicab Administration Program	54,839	0	0
408 Motorist Services	2,706	4,585	5,390
900 Executive Director, Bus Operations	21,530	39,579	33,979
901 Bus Operations	147,631	195,694	217,239
902 Community Transportation Services	69,002,673	78,918,179	82,730,490
904 Maintenance	19,757,718	24,819,698	29,560,376
906 Service Planning and Customer Advocacy	900,270	806,583	793,811
911 Transit Programs Management	578,319	1,190,826	1,249,599
913 Security Assessment	4,125,770	5,222,921	4,870,480
<b>Subtotal Services and Supplies</b>	<b>\$ 94,591,456</b>	<b>\$ 111,198,065</b>	<b>\$ 119,461,364</b>
<u>Capital Expenditure</u>			
902 Community Transportation Services	514	0	0
904 Maintenance	1,466,568	5,686,000	44,323,000
911 Transit Programs Management	1,182,359	1,669,000	7,601,482
913 Security Assessment	0	3,083,574	2,217,647
<b>Subtotal Capital Expenditure</b>	<b>\$ 2,649,441</b>	<b>\$ 10,438,574</b>	<b>\$ 54,142,129</b>
<b>Total Expenses</b>	<b>\$ 206,588,858</b>	<b>\$ 229,968,066</b>	<b>\$ 286,329,307</b>

**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>O.C. Taxicab Administration Program</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	180,203	188,763	188,728
7209 Deferred Compensation	1,756	3,250	3,427
7210 Pensions	62,619	62,437	66,924
7220 Insurances	6,331	6,721	6,950
7240 Health Care	52,295	66,633	85,003
7260 Compensated Absences	27,453	23,350	32,825
7270 Workers Compensation	5,311	3,633	5,278
7280 Other Benefits	10,060	12,440	11,352
<b>Subtotal Salaries and Benefits</b>	<b>\$ 346,028</b>	<b>\$ 367,227</b>	<b>\$ 400,487</b>
<u>Services and Supplies</u>			
7510 Professional Services	32,805	0	0
7640 Utilities	250	0	0
7650 Travel, Training, and Mileage	154	0	0
7660 Office Expense	16,193	0	0
7670 Miscellaneous Expense	2,569	0	0
7780 General Equipment/Structures	2,868	0	0
<b>Subtotal Services and Supplies</b>	<b>\$ 54,839</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>O.C. Taxicab Administration Program Total Expense</b>	<b>\$ 400,867</b>	<b>\$ 367,227</b>	<b>\$ 400,487</b>
<b>Motorist Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	277,684	276,390	287,224
7209 Deferred Compensation	9,804	8,732	10,727
7210 Pensions	96,697	98,127	108,717
7220 Insurances	8,229	9,053	9,529
7240 Health Care	42,822	55,215	57,117
7260 Compensated Absences	30,444	35,704	51,975
7270 Workers Compensation	8,278	5,555	8,228
7280 Other Benefits	30,273	26,686	25,505
<b>Subtotal Salaries and Benefits</b>	<b>\$ 504,231</b>	<b>\$ 515,462</b>	<b>\$ 559,022</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	267	610	705
7660 Office Expense	2,204	3,000	3,078
7670 Miscellaneous Expense	235	975	1,607
<b>Subtotal Services and Supplies</b>	<b>\$ 2,706</b>	<b>\$ 4,585</b>	<b>\$ 5,390</b>
<b>Motorist Services Total Expenses</b>	<b>\$ 506,937</b>	<b>\$ 520,047</b>	<b>\$ 564,412</b>

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## Department Expenses

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Executive Director, Bus Operations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	366,722	361,618	376,439
7209 Deferred Compensation	13,513	12,032	14,608
7210 Pensions	136,897	130,224	144,884
7220 Insurances	10,622	11,307	11,896
7240 Health Care	40,539	50,691	45,666
7260 Compensated Absences	57,357	46,712	68,368
7270 Workers Compensation	11,284	7,268	11,215
7280 Other Benefits	37,883	43,241	39,815
<b>Subtotal Salaries and Benefits</b>	<b>\$ 674,817</b>	<b>\$ 663,093</b>	<b>\$ 712,891</b>
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	7,536	20,054	12,502
7660 Office Expense	7,027	7,000	7,183
7670 Miscellaneous Expense	6,967	12,525	14,294
<b>Subtotal Services and Supplies</b>	<b>\$ 21,530</b>	<b>\$ 39,579</b>	<b>\$ 33,979</b>
<b>Executive Director, Bus Operations Total Expenses</b>	<b>\$ 696,347</b>	<b>\$ 702,672</b>	<b>\$ 746,870</b>
<b>Bus Operations</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	42,554,506	41,819,386	43,051,762
7150 Extra Help Employees	71,687	81,000	268,500
7209 Deferred Compensation	923,923	863,879	966,041
7210 Pensions	12,449,416	11,867,961	13,543,141
7220 Insurances	1,155,118	1,133,627	1,176,260
7240 Health Care	10,603,594	9,704,718	9,844,431
7260 Compensated Absences	6,145,783	5,842,324	6,289,426
7270 Workers Compensation	4,283,720	3,980,117	4,257,408
7280 Other Benefits	1,335,757	1,688,297	1,332,671
<b>Subtotal Salaries and Benefits</b>	<b>\$ 79,523,504</b>	<b>\$ 76,981,309</b>	<b>\$ 80,729,640</b>
<u>Services and Supplies</u>			
7540 Insurance Claims Expense	10,730	0	0
7610 Outside Services	28,118	62,010	80,900
7650 Travel, Training, and Mileage	13,284	26,180	28,144
7660 Office Expense	51,579	44,692	52,194
7670 Miscellaneous Expense	20,010	37,437	34,471
7790 Other Materials and Supplies	23,910	25,375	21,530
<b>Subtotal Services and Supplies</b>	<b>\$ 147,631</b>	<b>\$ 195,694</b>	<b>\$ 217,239</b>
<b>Bus Operations Total Expenses</b>	<b>\$ 79,671,135</b>	<b>\$ 77,177,003</b>	<b>\$ 80,946,879</b>

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**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Community Transportation Services</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	678,905	759,232	759,527
7150 Extra Help Employees	0	15,000	22,000
7209 Deferred Compensation	10,207	15,909	17,132
7210 Pensions	237,711	262,808	282,073
7220 Insurances	21,657	25,832	26,717
7240 Health Care	96,295	144,292	131,025
7260 Compensated Absences	81,894	98,077	137,939
7270 Workers Compensation	19,674	15,259	19,556
7280 Other Benefits	45,146	51,643	46,997
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,191,489</b>	<b>\$ 1,388,052</b>	<b>\$ 1,442,966</b>
<u>Services and Supplies</u>			
7310 Contract Transportation	58,161,417	64,977,446	70,154,882
7510 Professional Services	682,682	605,080	679,895
7610 Outside Services	90,474	182,607	270,000
7650 Travel, Training, and Mileage	6,931	8,635	7,584
7660 Office Expense	6,889	46,500	12,905
7670 Miscellaneous Expense	19,903	6,556	31,888
7690 Leases	219,804	219,804	219,804
7710 Fuels and Lubricants	5,846,443	7,008,336	6,768,306
7740 Tires and Tubes	673,237	785,077	837,922
7750 Maintenance Expense	107,225	100,000	100,000
7820 Taxes	598	0	0
7830 Contributions to Other Agency's	3,187,070	4,978,138	3,647,304
<b>Subtotal Services and Supplies</b>	<b>\$ 69,002,673</b>	<b>\$ 78,918,179</b>	<b>\$ 82,730,490</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	514	0	0
<b>Subtotal Capital Expenditure</b>	<b>\$ 514</b>	<b>\$ 0</b>	<b>\$ 0</b>
<b>Community Transportation Services Total Expenses</b>	<b>\$ 70,194,676</b>	<b>\$ 80,306,231</b>	<b>\$ 84,173,456</b>

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**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Maintenance</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	12,894,165	13,726,402	13,466,318
7150 Extra Help Employees	32,922	39,000	45,000
7209 Deferred Compensation	70,108	73,939	85,552
7210 Pensions	4,192,737	4,110,325	4,491,777
7220 Insurances	365,316	390,045	382,316
7240 Health Care	3,459,450	3,395,415	3,552,785
7260 Compensated Absences	1,947,542	1,946,226	2,125,126
7270 Workers Compensation	931,709	1,153,127	925,989
7280 Other Benefits	775,175	830,526	811,899
<b>Subtotal Salaries and Benefits</b>	<b>\$ 24,669,124</b>	<b>\$ 25,665,005</b>	<b>\$ 25,886,762</b>
<u>Services and Supplies</u>			
7510 Professional Services	256,283	50,000	660,000
7540 Insurance Claims Expense	540	0	0
7610 Outside Services	4,738,324	6,970,899	6,734,300
7650 Travel, Training, and Mileage	15,289	23,247	87,488
7660 Office Expense	29,346	76,200	157,700
7670 Miscellaneous Expense	124,233	167,508	168,140
7690 Leases	0	0	168,000
7710 Fuels and Lubricants	6,394,223	9,040,768	12,785,570
7740 Tires and Tubes	1,303,610	1,346,727	1,294,881
7750 Maintenance Expense	5,913,636	5,901,039	6,431,216
7790 Other Materials and Supplies	927,055	1,243,010	1,072,773
7820 Taxes	55,179	300	308
<b>Subtotal Services and Supplies</b>	<b>\$ 19,757,718</b>	<b>\$ 24,819,698</b>	<b>\$ 29,560,376</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,466,568	5,686,000	44,323,000
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,466,568</b>	<b>\$ 5,686,000</b>	<b>\$ 44,323,000</b>
<b>Maintenance Total Expenses</b>	<b>\$ 45,893,410</b>	<b>\$ 56,170,703</b>	<b>\$ 99,770,138</b>

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**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Service Planning and Customer Advocacy</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	725,029	745,264	783,658
7150 Extra Help Employees	96,111	103,800	107,170
7209 Deferred Compensation	15,130	17,373	19,636
7210 Pensions	260,406	255,916	284,227
7220 Insurances	26,701	25,112	26,708
7240 Health Care	123,681	151,056	166,188
7260 Compensated Absences	98,400	94,298	137,430
7270 Workers Compensation	23,596	14,672	23,451
7280 Other Benefits	47,481	49,873	46,898
<b>Subtotal Salaries and Benefits</b>	<b>\$ 1,416,535</b>	<b>\$ 1,457,364</b>	<b>\$ 1,595,366</b>
<u>Services and Supplies</u>			
7510 Professional Services	251,015	263,118	246,084
7610 Outside Services	533,450	509,131	516,885
7650 Travel, Training, and Mileage	3,350	8,579	4,920
7660 Office Expense	805	500	500
7670 Miscellaneous Expense	195	255	422
7790 Other Materials and Supplies	111,455	25,000	25,000
<b>Subtotal Services and Supplies</b>	<b>\$ 900,270</b>	<b>\$ 806,583</b>	<b>\$ 793,811</b>
<b>Service Planning and Customer Advocacy Total Expe</b>	<b>\$ 2,316,805</b>	<b>\$ 2,263,947</b>	<b>\$ 2,389,177</b>
<b>Transit Programs Management</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	422,870	475,361	493,917
7150 Extra Help Employees	8,807	12,000	12,000
7209 Deferred Compensation	8,464	9,939	10,319
7210 Pensions	146,784	164,644	183,345
7220 Insurances	12,966	15,412	16,377
7240 Health Care	62,449	89,513	83,996
7260 Compensated Absences	48,020	61,404	89,702
7270 Workers Compensation	12,361	9,554	12,287
7280 Other Benefits	26,531	32,506	32,992
<b>Subtotal Salaries and Benefits</b>	<b>\$ 749,252</b>	<b>\$ 870,333</b>	<b>\$ 934,935</b>
<u>Services and Supplies</u>			
7510 Professional Services	66,967	500,000	486,829
7610 Outside Services	468,778	650,681	687,289
7650 Travel, Training, and Mileage	35,186	32,420	14,781
7660 Office Expense	7,234	2,200	26,050
7670 Miscellaneous Expense	154	5,525	2,150
7790 Other Materials and Supplies	0	0	32,500
<b>Subtotal Services and Supplies</b>	<b>\$ 578,319</b>	<b>\$ 1,190,826</b>	<b>\$ 1,249,599</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	1,182,359	1,669,000	7,601,482
<b>Subtotal Capital Expenditure</b>	<b>\$ 1,182,359</b>	<b>\$ 1,669,000</b>	<b>\$ 7,601,482</b>
<b>Transit Programs Management Total Expenses</b>	<b>\$ 2,509,930</b>	<b>\$ 3,730,159</b>	<b>\$ 9,786,016</b>

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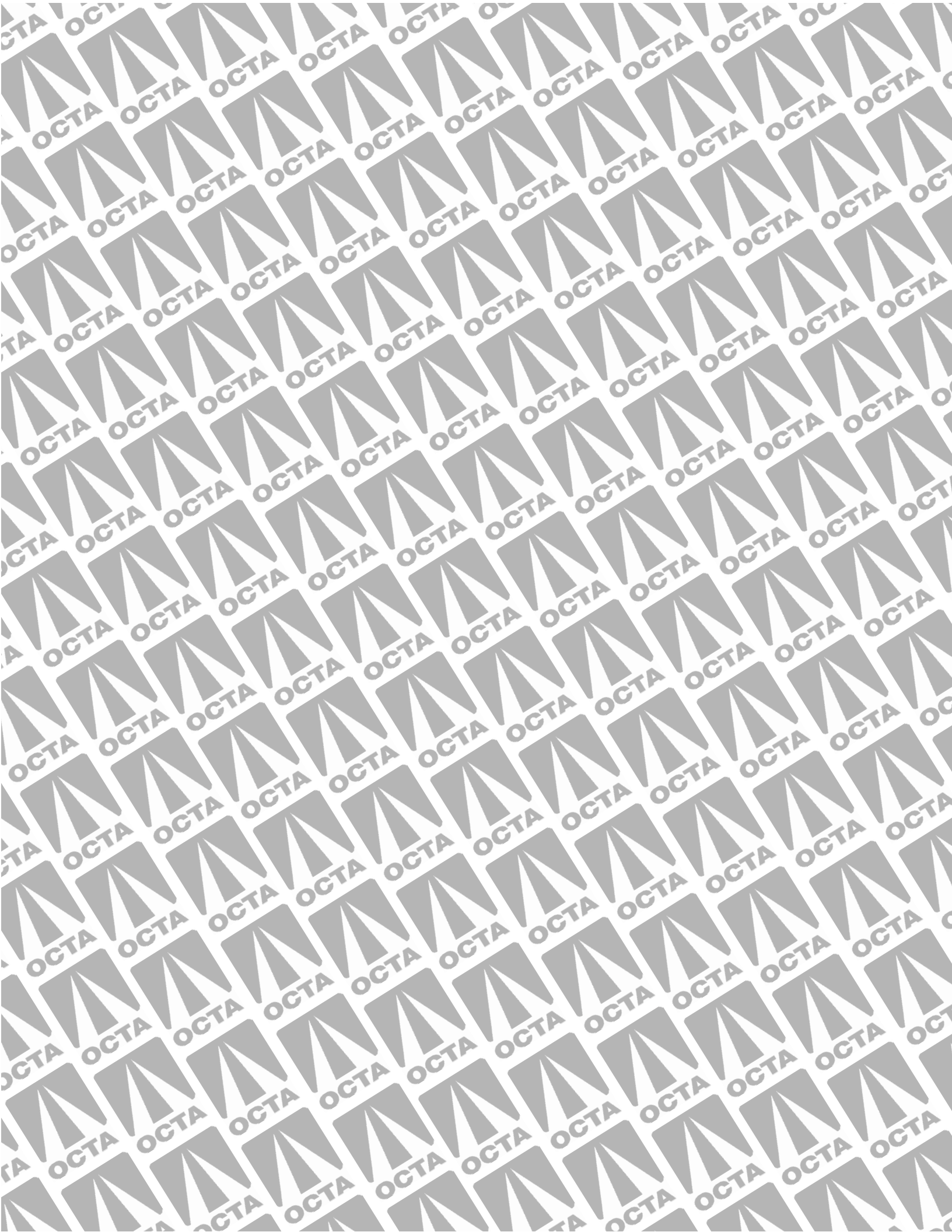


**Department Expenses**

Expenses	FY 2011-12 Actuals	FY 2012-13 Budget	FY 2013-14 Budget
<b>Security Assessment</b>			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	149,067	234,480	242,226
7150 Extra Help Employees	0	0	15,000
7209 Deferred Compensation	2,511	4,986	5,419
7210 Pensions	57,188	80,990	90,257
7220 Insurances	4,572	7,507	7,886
7240 Health Care	26,890	45,778	40,811
7260 Compensated Absences	28,399	30,288	43,991
7270 Workers Compensation	4,354	4,713	4,328
7280 Other Benefits	0	14,840	13,827
<b>Subtotal Salaries and Benefits</b>	<b>\$ 272,981</b>	<b>\$ 423,582</b>	<b>\$ 463,745</b>
<u>Services and Supplies</u>			
7510 Professional Services	325,462	1,021,500	501,500
7610 Outside Services	3,779,738	4,138,340	4,307,490
7650 Travel, Training, and Mileage	5,179	27,101	27,010
7660 Office Expense	2,189	1,650	150
7670 Miscellaneous Expense	3,316	1,830	1,830
7750 Maintenance Expense	410	0	0
7790 Other Materials and Supplies	9,476	32,500	32,500
<b>Subtotal Services and Supplies</b>	<b>\$ 4,125,770</b>	<b>\$ 5,222,921</b>	<b>\$ 4,870,480</b>
<u>Capital Expenditure</u>			
9020 Capital Exp-Locally Funded	0	3,083,574	2,217,647
<b>Subtotal Capital Expenditure</b>	<b>\$ 0</b>	<b>\$ 3,083,574</b>	<b>\$ 2,217,647</b>
<b>Security Assessment Total Expenses</b>	<b>\$ 4,398,751</b>	<b>\$ 8,730,077</b>	<b>\$ 7,551,872</b>

# Appendix





## Fund Descriptions

### Additional Retiree Benefit Account (ARBA)

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

### General Fund

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

### Internal Service Funds

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

### Scholarship Fund

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

### Bus Operations Fund (BOF)

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

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

### Gasoline Tax Fund

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

### Local Transportation Fund (LTF)

The LTF was established in 1971 through the TDA and is derived from a one-quarter percent state sales tax collected in Orange County. LTF revenues are used only for public transit and provide funding for a variety of transportation services including regional transportation planning, bus stop improvements, fixed route bus operations, and paratransit services. As part of the Orange County Consensus Recovery Plan, \$38 million is being transferred to Orange County annually from FY 1996-97 to FY 2010-11. Total diversion for 15 years is \$570 million.

### Orange County Transit District (OCTD) Fund

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

### State Transit Assistance (STA) Fund

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

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

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

### LTA Measure M2 (M2)

The LTA II fund incorporates all activities associated with the Measure M2 ordinance approved in November 2006. The ordinance extended the already established one-half percent sales tax to fund transportation-related projects. The M2 ordinance will cover a 30-year period beginning April 1, 2011 to

**Fund Descriptions (continued)**

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

**Measure M1 Bond Debt Service Fund**

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

**Measure M2 Bond Debt Service Fund**

The M2 Bond Debt Service Fund accumulates the financial resources required for the repayment of long-term debt. Funds to accommodate principal and interest payments are accumulated and debt service transactions are recorded in this fund. FY 2011-12 will represent the start of the principal and interest payments made for the M2 Debt obligation.

**Commuter Rail Endowment (CURE I) Fund**

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

**Commuter Urban Rail Endowment (CURE III) Fund**

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

**SR-91 Toll Road Fund**

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

**Orange County Taxi Administration Program (OCTAP)**

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

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

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

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

The SAFE program is responsible for the maintenance and operation of more than 585 call boxes on Orange County freeways. This fund also includes the FSP program that consists of a fleet of tow trucks dedicated to assisting stranded motorists during peak travel hours. The operation of the SAFE program is funded by a \$1 per year assessment on motor vehicle registration.

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

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

**OCTD Capital Projects Fund**

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

**Capital Projects Fund**

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

## Glossary

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Glossary (continued)

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

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

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

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

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

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

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

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

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

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

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

Orange County Transportation Authority

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OCTA

The image shows an overhead highway sign at night. The sign is illuminated and has a black background with white text. On the left side, it features the '91 Express Lanes' logo with a stylized '91' and the text 'Express Lanes'. Below this, it says '3+ LANE' with a downward-pointing arrow. On the right side, it says 'Sign Up!' followed by the phone number '1-800-600-9191'. Below this, it says 'TOLL LANES' with two downward-pointing arrows. The OCTA logo is in the top right corner of the sign. The sign is mounted on a metal structure above a highway. In the background, a train is blurred, moving from left to right. The ground is wet and reflects the lights.