

Fiscal Year 2024-25 Approved Budget

Orange County Transportation Authority



PROVIDE PUBLIC A
BALANCED, SUSTAINABLE, AND EQUITABLE
TRANSPORTATION SYSTEM

SAFEGUARD FUTURE THROUGH FISCAL
RESPONSIBILITY AND ENVIRONMENTAL
SUSTAINABILITY

SUSTAIN ORGANIZATIONAL EXCELLENCE,
COLLABORATION, AND DIVERSITY



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CHIEF EXECUTIVE OFFICE

Darrell E. Johnson
Chief Executive Officer

June 24, 2024

Chair Tam T. Nguyen and Members of the Board of Directors:

In alignment with the vision, mission, and values of the Orange County Transportation Authority (OCTA), and pursuant to the Strategic Initiatives of the Board of Directors, it is my privilege to submit the fiscal year (FY) 2024-25 budget for OCTA. This budget, totaling \$1,756.6 billion, is balanced and commits to deploying the requisite resources to furnish innovative, equitable, and sustainable transportation solutions for the residents and visitors of Orange County.

For the FY 2024-25 budget, an increase is projected in both local and state sales taxes. Looking specifically at our M2 Program half-cent Local Transportation Authority (LTA) sales tax revenue, the FY 2024-25 projections are cautiously optimistic. The growth rate for the M2 Program half-cent LTA sales tax revenue is forecasted to be 3.3 percent over FY 2023-24 year-end estimates. Similarly, the growth rate for the quarter-cent Local Transportation Fund sales tax revenue, primarily supporting the bus program, is anticipated to be 3.1 percent over FY 2023-24 year-end estimates.

The M2 Program delineates a clear roadmap for the enhancement of transportation infrastructure across our cities and County. The M2 Program will persist in advancing enhancements across freeways, transit, streets, roads, and environmental initiatives. The FY 2024-25 budget for the M2 Program includes \$405 million for freeway improvement projects and \$158 million for the enhancement of streets and roads. Moreover, the budget earmarks \$146 million for M2 Transit Programs, which comprises \$64 million for the construction of the OC Streetcar Project and \$46 million to bolster regional rail services.

The FY 2024-25 budget outlines an ambitious plan for transit services, with a clear focus on enhancements, sustainability, and resilient operations. For the OC Bus Program, the budget allocates \$657 million to the Bus Program, supporting up to 1.52 million service hours. Sustainability and resiliency focus is also a cornerstone of the budget, with ongoing investments in zero-emission buses and related infrastructure. A capital budget of \$209 million is included in the Bus Program. This capital expenditure includes the procurement of 66 zero-emission vehicles, underscoring OCTA's commitment to exploring zero-emission technologies.

Additionally, the budget ensures continued support for the Metrolink rail service. The express lanes demonstrate solid performance with the 91 Express Lanes continuously meeting commitments, reflecting the effectiveness of existing traffic management strategies. The budget expects a 0.6 million trip increase in traffic volumes, reaching 20.1 million trips as a result of stabilized traffic patterns and inflation. The 405 Express Lanes, having opened in December 2023, are forecasted to see 109 million trips in their first full FY, aligning closely with projections.

The FY 2024-25 budget is a testament to the Board's Strategic Initiatives and OCTA's dedication to delivering a balanced and sustainable multimodal transportation network, ensuring the safe and efficient movement of Orange County's populace.

Sincerely,

Darrell E. Johnson
Chief Executive Officer

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Executive Summary 1

- Board of Directors 3
- OCTA Organizational Chart 4
- OCTA Profile 4
- Strategic Plan Framework 5
- Orange County Profile 8
- Economic and Financial Conditions..... 9
- Sources and Uses.....10
- Financial Reports.....13

Measure M2 (M2) Program 19

- M2 Program and Planning21
- Freeway Program22
- Streets and Roads Program24
- M2 Transit Program25
- M2 Program Funds26

Transit Program 31

- Bus Program33
 - Fixed Route.....33
 - Paratransit34
 - Bus Program Funds35
- Regional Rail43
- Local Rail48

Express Lanes Program 53

- 91 Express Lanes56
- 405 Express Lanes59

Motorist Services 63

- Service Authority for Freeway Emergencies Program65

Administration 69

- LOSSAN Agency71
- Administrative Funds.....74
- Executive Office Division81
- Finance and Administration Division90
- People and Community Engagement Division.....102
- Government Relations.....114
- Planning Division.....116
- Capital Programs Division.....123
- Operations Division129

Appendix..... 145

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Executive Summary



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Orange County Transportation Authority (OCTA) is governed by an 18-member Board of Directors (Board) consisting of five members of the Orange County Board of Supervisors, ten city council members selected by the cities in the supervisorial district in which they represent, two public members selected by the other

15 board members, and a representative appointed by the Governor of California serving in a non-voting capacity. OCTA is managed by a Chief Executive Officer (CEO), who acts in accordance with the direction, goals, and policies articulated by the Board.

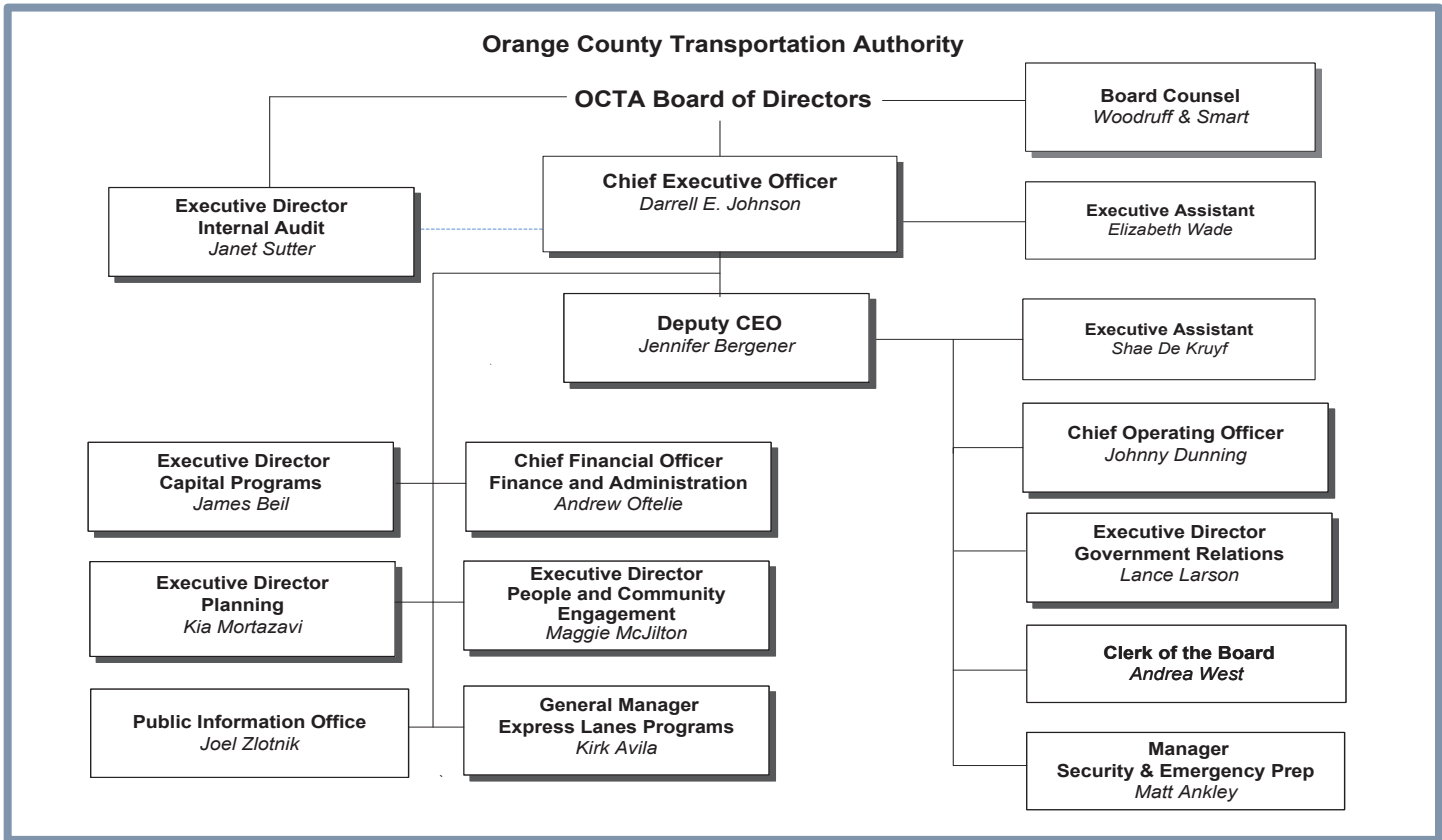


2024 BOARD OF DIRECTORS

<p>Tam T. Nguyen Chair Public Member</p>			<p>Doug Chaffee Vice Chair Supervisor, 4th District</p>
 <p>Ashleigh Aitken Director City Member, 4th District</p>	 <p>Valerie Amezcua Director City Member, 2nd District</p>	 <p>Andrew Do Director Supervisor, 1st District</p>	 <p>Jon Dumitru Director City Member, 2nd District</p>
 <p>Jamey Federico Director City Member, 5th District</p>	 <p>Katrina Foley Director Supervisor, 5th District</p>	 <p>Patrick Harper Director City Member, 1st District</p>	 <p>Michael Hennessey Director Public Member</p>
 <p>Stephanie Klopfenstein Director City Member, 1st District</p>	 <p>Fred Jung Director City Member, 4th District</p>	 <p>Farrah N. Khan Director City Member, 3rd District</p>	 <p>Vicente Sarmiento Director Supervisor, 2nd District</p>
 <p>John Stephens Director City Member, 5th District</p>	 <p>Mark Tettemer Director City Member, 3rd District</p>	 <p>Donald P. Wagner Director Supervisor, 3rd District</p>	 <p>Vacant Caltrans District 12</p>



Organizational Chart



Organizational Profile

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

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

Strategic initiatives by OCTA’s Board address Orange County’s many transportation needs. In FY 2024-25, OCTA will continue to work on important transportation projects and the Board approved Measure M2 (M2) (also known as OC Go) Next 10 Delivery Plan, which demonstrates fiscal sustainability and the continuation of critical programs and projects. These projects include the State Route 55 Improvement Project between Interstate 405 and State Route 91 and ongoing work on the OC Streetcar, Orange County’s 4.1-mile modern electric streetcar that will run through Santa Ana into Garden Grove.

The initiatives also focus on continuing to build a transportation network that is equitable, balanced and reliable, is fiscally conservative with taxpayer dollars, and protects the environment that makes Orange County such a special place to live.



Strategic Plan Framework

OCTA’s Strategic Plan provides a detailed approach to address Orange County’s transportation needs and provides the framework used for the development of the annual budget. OCTA’s core values describe the behaviors, attributes, principles, and beliefs that guide all OCTA staff. The Strategic Plan Goals and Board Strategic Initiatives are reflected in all of OCTA’s efforts.

Long-Range Transportation Plan

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

With new challenges that have emerged over the years, the goals of the 2022 LRTP, Directions 2045 remain steady, thereby allowing plans, programs, and projects to stay on course. The cornerstone of the LRTP is the delivery of the voter approved OC Go programs and fulfilling OCTA’s responsibility for delivering safe and reliable transit service.

The second long-term goal is improving system performance. This goal is related to all travel modes and often requires consideration of innovative solutions that respond to Orange County’s growing travel demand. The third goal of expanding system choices aims to provide travelers with convenient and equitable travel options. Residents and employees in Orange County should have options available to fulfill their travel needs and provide equitable access to jobs and other essential destinations. The final long-term goal is supporting sustainability. This goal highlights the need for strategies that reduce climate-related risks to Orange County’s transportation infrastructure and travelers. This goal also considers the need for a transportation plan that is financially achievable and that maintains Orange County’s existing infrastructure. These goals, along with feedback received from public and stake-

holder engagement, were considered in developing the performance measures used to evaluate this LRTP. They were also key in developing the Paths to Success, which identify categories of strategies needed to adapt to the challenges outlined in the LRTP goals.

Strategic Plan Goals

MOBILITY

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

PUBLIC SERVICE

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

FISCAL SUSTAINABILITY

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

STEWARDSHIP

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

ORGANIZATIONAL EXCELLENCE

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



OCTA's Core Values

INTEGRITY

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

CAN-DO SPIRIT

We tackle challenges with innovation, vision, and strategic thinking.

CUSTOMER FOCUS

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

COMMUNICATION

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

TEAMWORK/PARTNERSHIP

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

SAFETY

We work to ensure the ongoing safety of the traveling public and our employees.

Comprehensive Business Plan

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

Through the use of financial modeling and divisional input and review, a comprehensive study of economic influences and programmatic needs and objectives are incorporated into a business-planning document. The CBP validates the feasibility of proposed program and service levels, anticipates a variable economic environment, and identifies and proposes policy direction. The CBP is an evolving document that is Board-approved and responds to the ever-changing social, political, and economic environment. The CBP lays the foundation for the annual budget process.

Transit Master Plan

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



Orange County Transportation Authority

2024 Board & CEO Initiatives



Tam T. Nguyen
Chair

Darrell E. Johnson
Chief Executive Officer





Orange County Profile

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

Thirty-four cities are within Orange County, which together with county unincorporated areas have a current population of approximately 3.25 million, making it the third most populous county in California and the sixth most populous in the United States. Based on OCTA's LRTP, Orange County's population is anticipated to grow by ten percent (about 284,263 residents) by 2045.

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

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

In 2006, OCTA requested and received voter approval for a 30-year extension of the M1 sales tax. This Measure M Renewal has allowed OCTA to continue making transportation improvements throughout the county.





Economic & Financial Condition

In December 2023, the unemployment rate in Orange County stood at 3.8 percent, an increase from the 2.7 percent recorded in December 2022. This figure is in comparison to the statewide unemployment rate of 5.1 percent and the national rate of 3.7 percent at the same time.

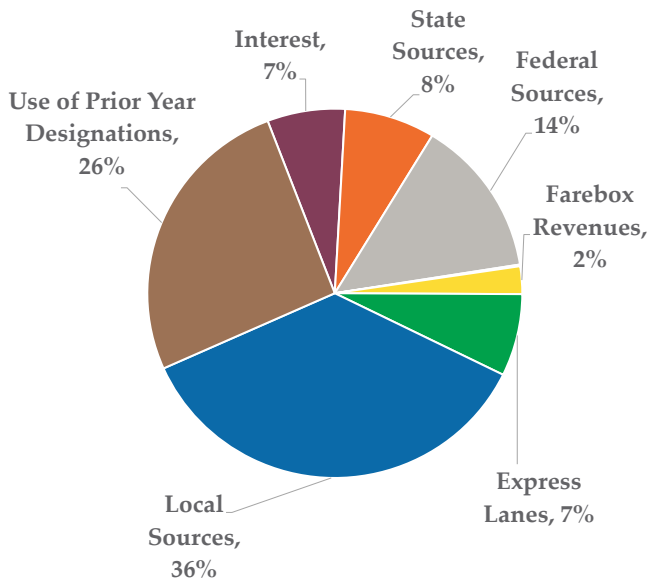
Over the year from December 2022 to December 2023, Orange County witnessed a 2.1 percent growth in non-farm employment, equating to an increase of 36,300 jobs. The largest growth was observed in the leisure and hospitality sector, which added 10,800 jobs, followed by the private education and health services sector with an additional 10,200 jobs. These sectors accounted for 58 percent of the total annual job growth in nonfarm employment. Furthermore, job expansion was noted in five other sectors, cumulatively adding 21,100 jobs: professional and business services grew by 6,500 jobs, trade, transportation, and utilities by 4,400 jobs, construction by 3,700 jobs, government by 3,500 jobs, and other services by 3,000 jobs. Conversely, the financial activities sector saw a reduction of 2,600 jobs, manufacturing decreased by 2,500 jobs, and the information sector declined by 700 jobs. Employment in the mining and logging sector remained unchanged.

In the residential real estate domain, Orange County experienced a 73 percent surge in residential permits, from 6,483 units in 2022 to 11,220 units in 2023, primarily driven by multi-family units, which increased from 3,577 to 8,622 units. Despite the historic average of 5 months to sell single-family home inventory, in 2023, it took only 2.2 months, reflecting the continued low inventory levels. The issuance of permits for accessory dwelling units reached 1,072 in 2023. The median price for single-family homes climbed to \$1,300,000 in December 2023, averaging \$1,261,667 for the year, and is anticipated to rise to an average of \$1,345,500 in 2024.

Currently, there is a noticeable softening in sales tax revenue compared to prior year collections, which is under close observation. Sales tax collections are anticipated to grow again in FY 2024-25 with 3.3 percent growth for M2 and 3.1 percent for the Local Transportation Fund (LTF), as forecasted by MuniServices, LLC. Additionally,



Executive Summary



increases are expected in other major revenue streams, including State Transit Assistance Funds (STAF) and Express Lanes revenues.

Sources and Uses

In an effort to continue fiscal sustainability, OCTA has balanced the FY 2024-25 budget. Sources and uses of funds are outlined in the executive summary.

Sources of Funds

Total sources of funds are a combination of \$1,403.8 million in revenue and the planned use of prior year designations of \$352.8 million, for a total of \$1,756.6 million. The following highlights each funding source within these categories.

Local Sources

It is anticipated that OCTA will receive \$476.9 million from local sources in FY 2024-25. Most of the local sources come from the one-half cent sales tax receipts collected under M2 (\$441.9 million). In FY 2024-25, OCTA anticipates Local Transportation Authority (LTA) will grow by 3.3 percent. This forecast is based on the forecast provided by MuniServices, LLC. Addi-

tional local sources include property tax, advertising revenue, farebox revenue, and contributions for projects from local jurisdictions.

Federal Sources

OCTA receives federal assistance on a formula and competitive basis. OCTA anticipates receiving \$188.6 million from federal sources in FY 2024-25, which consist of \$76 million in operating assistance and \$112.6 million in capital assistance. It is anticipated \$104.2 million will be received in association with bus operations, preventive maintenance, and other transit program initiatives. In addition, the M2 Program is expected to receive \$82.6 million in federal assistance.

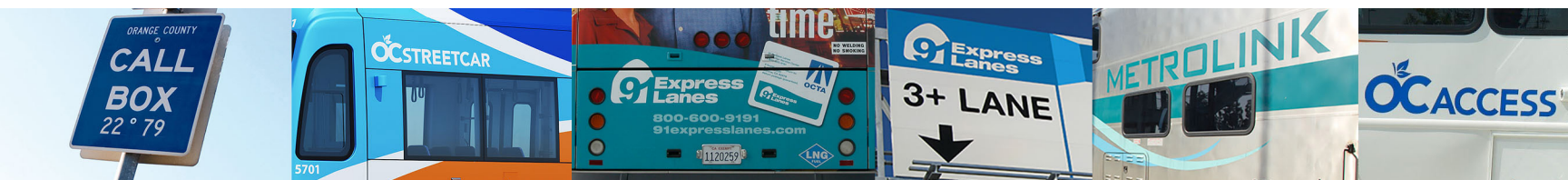
State Sources

It is expected that \$507 million will be received from state sources in FY 2024-25. The sources of state revenue include the one-quarter cent LTF sales tax of \$222.2 million, State Transit Assistance Fund (STAF) revenue of \$51 million, and other state grants. These revenue sources help fund the operations, administration, and capital expenditures of the bus program. It is estimated LTF will grow by 3.1 percent based on the forecast provided by MuniServices, LLC.

State sources also includes Road Repair and Accountability Act (RRAA) funding forecasted in the amount of \$98.8 million, \$96.7 million in Transit and Intercity Rail Capital Program (TIRCP) funding, \$31 million in reimbursements from other agencies, and other discretionary funding sources. The State notifies OCTA of available grant funding based on the State budget.

Farebox Revenue

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





sources used by OCTA to offset the costs of bus service. Farebox revenue is projected to be \$36.5 million in FY 2024-25 which consists of \$33.1 million in passenger fares and \$3.4 million in fare subsidies.

Express Lanes Revenue

It is anticipated that Express Lanes revenue will total \$103.1 million. 91 Express Lanes toll and non-toll revenue is forecasted at \$58.2 million in FY 2024-25, along with 405 Express Lanes toll and non-toll revenues anticipated at \$44.9 million.

Interest Income

OCTA’s Treasury Department anticipates OCTA will earn \$91.7 million in interest income on its investment portfolio in FY 2024-25. Interest rates and earnings are projected to increase slightly in FY 2024-25. Interest income also includes funds that are anticipated to be received from the Internal Revenue Service for the Build America Bonds debt.

Planned Use of Prior Year Designations

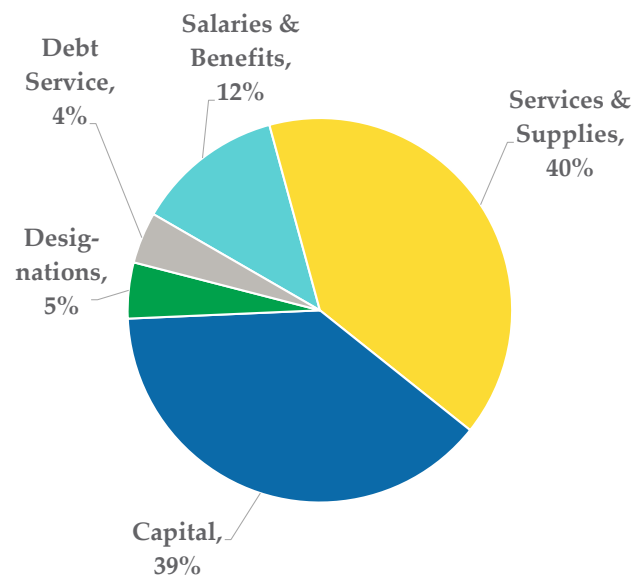
In prior years, OCTA has set aside revenue, known as designations, for future capital and program requirements. OCTA will utilize \$352.8 million of prior year designations in FY 2024-25. A draw on M2 prior year designations of \$191.1 million is planned to fund freeways, streets and roads, and M2 transit (Project S) projects. Prior year designations of \$60.4 million will be utilized from OCTD to support fixed asset, bus purchases, and bus base capital projects. The 405 Express Lanes will utilize \$30.2 million for contributions to the 405 Express Lanes improvement project and 405 Express Lanes capital projects. The 91 Express Lanes will utilize \$58.9 million for contributions to the State Route 91 (SR-91) improvement projects (M2 Projects I and J) and 91 Express Lanes capital projects.

Uses of Funds

The expenditures projected for FY 2024-25 are expected at \$1,756.6 million, with \$96.5 million designated for future use. Appropriations are allocated in five categories and summarized below.

Services and Supplies

These items include appropriations for the purchase of services (e.g., engineering, design, contract transportation services, and consultant services) and supplies (e.g., fuel, maintenance parts, office supplies, and software). Total budgeted services and supplies for FY 2024-25 is \$696.2 million with \$227.2 million related to contributions to other agencies including M2 Local Fair Share, M2 Regional Capacity Program grant payments, Environmental Mitigation Program (EMP), and the Regional Traffic Signal Synchronization Program (RTSSP). Contract transportation is budgeted at \$151.2 million.





Capital and Fixed Assets

This category of expenses includes all capital equipment purchases (\$5,000 minimum and an initial useful life in excess of one year), which includes freeway and capital construction projects totaling \$672.1 million. Most of the capital investments will be made in freeways projects and bus purchases.

Salaries and Benefits

This category includes the cost for salaries and employee benefits budgeted at \$216.5 million. This represents a 1.8 percent increase in the FY 2024-25 budget. Los Angeles – San Diego – San Luis Obispo Rail (LOSSAN) funded salaries and employee benefits account for \$4.5 million of total salaries and employee benefits.

Debt Service

Debt service requirements for FY 2024-25 will be \$75.3 million. Funds in this category are used to account for the accumulation of resources for, and payment of, OCTA's long-term debt obligations, including principal and interest costs. The M2 Debt Service Fund will expend \$54.9 million, 405 Express Lanes Fund \$12.4 million, and 91 Express Lanes Fund \$8 million in principal and interest expense.

Designation of Funds

Funds in this category are set aside for future use. FY 2024-25 has \$96.5 million in designations, of which \$35.2 million will be designated for future 91 Express Lanes improvements, \$14.6 million will be designated for future 405 Express Lanes costs, and an additional \$46.7 million designated for future bus program expenditures.





The External Sources and Uses Summary below provides a high-level summary of OCTA’s sources and uses, including use of prior year designations and designations in the FY 2024-25 budget.

External Sources and Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5100 Passenger Fares	34,631,376	37,748,026	33,087,191
5300 Charges for Services	2,904	3,107	2,246
5500 Express Lanes Revenue	56,612,722	72,561,478	98,333,613
5550 Other Fee Revenue	4,763,452	4,659,432	4,750,354
6010 State Transit Assistance	3,636,244	270,000	0
6020 State Assistance	14,243,834	6,975,000	103,948,355
6030 Federal Operating Assistance Grants	77,664,443	45,737,988	76,024,173
6040 Federal Capital Assistance Grants	141,281,310	225,827,348	112,618,636
6050 Reimbursement from Other Agencies	21,615,562	8,283,011	31,041,295
6100 Property Taxes	21,155,092	18,360,900	18,807,200
6101 Taxes	439,123,116	461,559,981	441,875,078
6103 DMV Fees	2,952,582	2,900,000	2,900,000
6104 Sales Tax Revenue	253,447,154	281,989,539	273,138,897
6107 SB1 Transit Funding	48,221,521	36,485,695	98,795,057
6200 Interest Income	54,739,439	83,385,235	91,716,401
6300 Other Non-operating Revenue	19,667,272	15,073,420	14,816,845
6550 Proceeds Sale of Capital Asset	15,326	1,882,703	1,882,703
Subtotal Revenues	\$ 1,193,773,349	\$ 1,303,702,863	\$ 1,403,738,044
Use of Prior Year Designations	49,160,189	394,766,932	352,845,422
Total Sources	\$ 1,242,933,538	\$ 1,698,469,795	\$ 1,756,583,466
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7100 Salaries and Benefits	186,271,880	212,596,493	216,484,579
7300 Purchased Transportation Services	92,307,158	153,482,877	151,218,658
7400 Overhead Allocation	-773,241	0	0
7500 Professional Services	111,979,157	257,260,412	243,314,148
7540 Insurance Claims/Premiums	8,942,218	12,472,500	12,911,333
7600 General and Administrative	14,361,086	20,108,042	34,007,126
7700 Maintenance Parts and Fuel	26,571,134	32,443,558	27,526,805
7702 Fuel, Tires and Maintenance Parts	167,606	317,476	434,228
7800 Contributions to Other Agencies	110,531,886	211,208,743	226,806,524
8111 Interest Expense	32,234,084	49,382,319	47,510,548
8112 Principal Payment On Long Term Debt	19,935,000	28,380,000	27,770,000
9000 Capital Expenditures	279,654,197	672,998,209	672,075,358
Subtotal Expenses	\$ 882,182,165	\$ 1,650,650,629	\$ 1,660,059,307
Designations	360,751,373	47,819,166	96,524,159
Total Uses	\$ 1,242,933,538	\$ 1,698,469,795	\$ 1,756,583,466



Financial Reports

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

Use of Designations Detail			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
91 Express Lanes	0	36,041,449	58,902,900
Bus Capital	0	75,666,960	60,359,839
Freeways	0	81,771,976	67,086,071
I-405 Express Lanes	33,465,363	61,241,644	30,228,190
Local Rail	55	51,372,008	64,400,188
Non-Program Specific	0	253,227	0
Planning Studies	0	950,022	1,041,014
Regional Rail Capital	13,069,133	9,769,646	11,212,945
Service Authority for Freeway Emergencies (SAFE)	1,933,558	0	0
Streets and Roads	0	77,700,000	59,614,275
Use of Reserves for M1	692,080	0	0
Total Use of Prior Year Designations	\$ 49,160,189	\$ 394,766,932	\$ 352,845,422

Designations Detail			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
91 Express Lanes	34,753,765	26,047,446	35,175,252
ARBA Contributions	1,316,062	0	0
I-405 Express Lanes	0	0	14,626,551
Local Rail	39,227,214	0	0
Longterm Operating Reserve	0	3,109,419	0
M2 Debt Service	7,141,932	0	0
M2 Projects	76,281,681	0	0
OCTD Fixed Asset Reserve	197,185,005	18,662,301	46,722,356
Personal Liability & Property Damage (PL and PD)	538,734	0	0
Planning Studies	196,956	0	0
Scholarships	53	0	0
Workers Compensation	4,109,971	0	0
Total Designations	\$ 360,751,373	\$ 47,819,166	\$ 96,524,159



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

External Fund Level Summary - Sources			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
405 Express Lanes	34,317,765	84,779,144	75,103,722
91 Express Lanes	66,254,676	96,937,024	125,379,647
ARBA Trust Fund	2,830,203	1,818,281	1,836,464
General Fund	14,721,195	18,159,166	13,433,088
Internal Service Fund-PL and PD	416,062	922,133	799,478
Internal Service Fund-Workers' Compensation	511,065	819,920	1,040,254
Local Rail	-22	383,262	0
Local Transportation Authority Measure M2	501,689,464	795,962,700	793,460,310
Local Transportation Fund	229,656,800	231,082,046	224,043,297
Measure M2 Bond Debt Service	8,699,050	6,212,429	6,657,884
Orange County Transit District	235,216,079	337,181,224	375,693,594
Orange County Unified Transportation Trust	203,692	1,232,990	1,135,000
Regional Rail	35,244,964	22,479,845	47,932,452
Scholarship Fund	20,586	20,078	20,340
Service Authority for Freeway Emergencies	9,352,467	7,110,643	7,140,519
State Transit Assistance Fund	63,721,703	58,264,714	58,698,340
Transit Development Capital Project	40,077,789	35,104,196	24,209,077
Total Authority	\$ 1,242,933,538	\$ 1,698,469,795	\$ 1,756,583,466





External Fund Level Summary - Uses

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
405 Express Lanes	32,266,326	81,140,260	70,951,946
91 Express Lanes	50,456,141	61,027,798	66,177,307
ARBA Trust Fund	2,830,203	1,818,281	1,836,464
General Fund	104,531,858	134,362,321	133,526,154
Internal Service Fund-PL and PD	6,050,550	4,846,170	5,485,333
Internal Service Fund-Workers' Compensation	8,079,191	7,367,120	6,607,000
Local Rail	107,231	3,558,909	2,810,596
Local Transportation Authority Measure M2	386,090,326	624,475,022	643,033,356
Local Transportation Fund	38,713,442	5,761,333	5,649,359
Measure M2 Bond Debt Service	62,025,582	54,871,900	54,873,900
Orange County Transit District	406,745,004	564,687,562	592,598,702
Orange County Unified Transportation Trust	203,692	1,232,990	1,135,000
Regional Rail	27,596,684	66,029,362	82,263,374
Scholarship Fund	20,586	20,078	20,340
Service Authority for Freeway Emergencies	8,258,891	10,996,692	11,277,247
State Transit Assistance Fund	26,107,783	0	24,000
Transit Development Capital Project	82,850,048	76,273,997	78,313,388
Total Authority	\$ 1,242,933,538	\$ 1,698,469,795	\$ 1,756,583,466



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Measure M2



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Measure M2

Description

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

Next 10 Delivery Plan

When the M2 Investment Plan was initially developed, forecasts projected M2 sales tax revenue available for projects and programs at \$24.3 billion. Since the Great

Recession in 2008, projected sales tax revenue has been reduced by \$9.5 billion. Our most recent projections estimate the total at \$14.8 billion.

In November 2023, an update to the Next 10 Delivery Plan was approved by the Board, reflecting new cash flows, schedules, and project information. This comprehensive plan reviewed priorities and funding commitments over a ten fiscal year period (FY 2022-23 - FY 2031-32) to ensure that promises made in the M2 Investment Plan can continue to be delivered. While the updated Next 10 Delivery Plan incorporates the lower M2 sales tax revenue forecast than originally anticipated, OCTA has been fortunate in leveraging external state and federal funding to help deliver projects. This review confirmed that the Next 10 Delivery Plan remains deliverable.





Measure M2 Program

Freeway Program

Description

The largest component of the overall M2 Program is the Freeway Program. It receives 43 percent of the net sales tax revenue. In the approved 2023 update to the Next 10 Delivery Plan, \$6.2 billion in freeway projects will be delivered, and by FY 2029-30, an estimated 27 out of 30 total M2 freeway project segments are scheduled to be completed with the three remaining projects are on track to be cleared by 2032.

With a total cost of \$2.16 billion, the I-405 Improvement Project is the largest capital project that OCTA has delivered in its history. The project is now completed and open to the public to help keep Orange County Moving and bring traffic relief from central Orange County to La County Line. Another major freeway project that OCTA has been working on is the \$580 million I-5 South County Improvements Project in south Orange County. Construction began in FY 2018-19 and will be completed in three segments with the first segment

scheduled for completion in FY 2023-24 and the last segment scheduled for completion in FY 2025-26.

Within the Freeway Program, the Environmental Mitigation Program (EMP) is designed to address biological impacts from the M2 freeway projects and is achieved through a comprehensive mitigation effort in exchange for streamlined approval by state and federal agencies of the M2 freeway projects. OCTA contributes approximately \$2.9 million annually into an endowment fund for long-term management of seven OCTA Preserves, areas of protected land in Orange County. The M2 Environmental Cleanup Program helps improve overall water quality in Orange County from transportation-generated pollution. Program funds are allocated on a competitive basis to assist jurisdictions in meeting the federal Clean Water Act's goals of controlling transportation-generated pollution

Freeway Program	
Project	FY 2024-25 Budget
I-5, SR-73 to El Toro Road (Project C)	115,648,700
SR-55, I-405 to SR-91 (Project F)	115,570,208
SR-91, SR-55 to SR-57 (Project I)	94,605,064
I-405, SR-73 to I-605 (Project K)	41,876,268
I-5, I-405 to SR-55 (Project B)	30,428,075
SR-57, Orangewood Ave. to Katella Ave. (Project G)	3,832,679
I-605, Katella Ave. Interchange (Project M)	3,110,000
I-5, El Toro Road Interchange (Project D)	115,000
SR-91, SR-241 to SR-71 (Project J)	27,500
Freeway Program Total	\$ 405,213,494



Accomplishments in FY 2023-24

- In FY 2023-24, the Freeway Program completed the construction on the I-405 Improvement Project. The project improvements include adding a general-purpose lane in each direction of the I-405 Freeway from Euclid Street to the Interstate 605 (I-605) Interchange (Project K) along with an additional lane in each direction that will combine with the existing high-occupancy vehicle (HOV) lane to provide dual tolled express lanes in both direction on the I-405 from State Route 73 (SR-73) to I-605.
- The ongoing construction of State Route 55 (SR-55) between I-405 and SR-55 to link central Orange County and beyond the coastal region with several improvements in both directions made significant progress that includes 3 partially demolished bridges being reconstructed, more than 18 retain walls being built and a new drainage system being installed. The project will improve mobility and reduce congestion on the freeway and is anticipated to be completed in 2026.
- In the first quarter, a \$42.5 million grant was awarded to the SR-91 Improvement Project by the California Transportation Commission which will allow the freeway improvement to significantly enhance mobility, safety, increase access to jobs, health care facilities and many more.
- The Board selected a consultant to provide construction management support services to prepare for the construction phase for the I-605, Katella Avenue Interchange. Construction is anticipated to be advertised in fall of 2025. The California Association of Public Information Officers (CAPIO) honored OCTA with two Excellence in Public Information and Communications (EPIC) awards for the I-405 Improvement Project.

Goals in FY 2024-25

- Construction will continue on the SR-55 Improvement between I-405 to I-5. The project improvements includes adding one regular lane and one carpool lane in each direction. The improvement project will improve mobility and reduce congestion for motorists. The project is anticipated to be complete by 2026.
- Construction will continue on the I-5 Improvement projects between SR-73 and El Toro Road (Project C, D). The project improvements include adding one general purpose lane in each direction of the I-5 Freeway from Avery Parkway to Alicia Parkway in both directions and extending the second HOV lane from Alicia Parkway to El Toro Road in both directions. The project is anticipated to be completed in late 2024.
- The Final Design Phase for the SR-91, SR-57 and SR-55 is anticipated to be finalized in late 2024 with all comments addressed and Right-of-Way Appraisals and Maps being completed. The project improvement will add one westbound general-purpose lane from northbound SR-57 to westbound SR-91 connector, and one eastbound general-purpose lane. The project is anticipated to alleviate congestion and reduce delays by improving the connections.



Measure M2 Program

Streets and Roads Program

Description

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

Goals in FY 2024-25

- OCTA will continue to retime and optimize the entire network of signals at least twice which will equal to more than 4,000 intersections over a ten-year period. OCTA will continue to work with Caltrans, County of Orange and all 34 cities to coordinate traffic lights across the county.
- The Streets and Roads Program aims to provide funds to local agencies under Regional Capacity Program (Project O) to fund additional capacity and roadway improvements throughout Orange County to address bottlenecks and gaps in the street system and synchronize traffic signals to ensure drivers hit the most green lights during peak traffic hours (Project P).
- OCTA will continue to provide flexible funding to help cities and the County of Orange to keep up with the rising cost of repairing the aging street system such as pothole repair, traffic, and pedestrian safety near schools through the Local Fair Share Program.

Accomplishments in FY 2023-24

- The OCTA board approved programming of \$3.3 million in competitive funds for 12 projects focused on removing visible pollutants, such as litter and debris, from roads before they reach waterways and the ocean. These projects include purchasing or upgrading screens, filters, and inserts for catch basins, and other devices designed to remove pollutants.
- The Regional Capacity Program (Project O) enabled OCTA to release the 2024 Call for Projects for \$22 million via a competitive grant program. This funding is available to local agencies for additional road improvements throughout Orange County. Since 2011, over 180 projects totaling more than \$387 million have been awarded by OCTA.
- Through the RTSSP 2024 Call for Projects, approximately \$10.2 million was made available for signal synchronization projects in Orange County. To date, OCTA and local agencies have synchronized more than 3,522 intersections along more than 903 miles of streets improving travel times and reducing delays in local commutes.
- Since 2011, M2 Streets and Roads program surpassed \$1.1 billion in funding allocations and distributions to help improve streets and roads network in addition to local transportation priorities.

Streets and Roads Program

Project	FY 2024-25 Budget
Local Fair Share (Project Q)	80,693,815
Regional Capacity Program (Project O)	45,604,000
Regional Traffic Signal Synchronization (Project P)	31,199,700
OC Bridges (Project O)	225,000
Streets and Roads Program Total	\$ 157,722,515



M2 Transit Program

Description

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

Accomplishments in FY 2023-24

- Construction of the OC Streetcar reached a major milestone as the remaining embedded track was installed at the Santa Ana Boulevard and Santiago Street intersection. The embedded tracks are now 100 percent installed for four of the five segments.
- OCTA’s Project V has successfully emerged from the pandemic as ridership and service levels have increased in comparison to the same period from previous year. OCTA received 18 responses from eligible agencies and was reported to the Board which will now allow OCTA to authorize a fifth Project V call.
- The Board approved the selection of a consultant to conduct a feasibility study and alternative concept analysis to address rail infrastructure protection in south Orange County. With this action, emergency track stabilization was installed in the City of San Clemente, and installation of the Control Point project at Fourth Street in Santa Ana which provided greater efficiency and reliability.

Goals in FY 2024-25

- Through the M2 High Frequency Metrolink funds (Project R), OCTA continues to allocate funds to support Metrolink service in Orange County.
- Through the use of Transit Extensions to Metrolink funding (Project S), OCTA will continue construction of the OC Streetcar Project including a new Maintenance Storage Facility (MSF). The MSF will house the streetcar vehicles which are anticipated to be delivered by the manufacturer once installation of walls, conduit and piping, roof curbs and skylights are complete. Project S will continue to work on the remaining three vehicles, anticipated completion in Spring 2024.
- Through the community-based transit/circulators program (Project V), OCTA will continue to allocate M2 funds and facilitate successful community transit/circulators to offer expanded service in local communities of Orange County.
- OCTA also looks forward to continuing the Expand Mobility Choices for Seniors and Persons with Disabilities Program (Project U) which provides funds to support mobility options for this demographic. This program will allocate 3.47 percent of M2 sales tax revenues to over 35 cities and agencies to provide services and stabilize transit fares.

M2 Transit Program

Project	FY 2024-25 Budget
Community-Based Transit Circulator (Project V)	23,325,000
Senior Mobility and Non-Emergency Medical Programs (Project U)	8,694,196
Regional Rail Project Support (Project R)	2,575,250
Safe Transit Stops (Project W)	1,208,000
Transit Extensions to Metrolink (Project S)	327,200
M2 Transit Program Total	\$ 36,129,646



Measure M2 Program

M2 Program Funds

LTA M2 Fund

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

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

Local Transportation Authority Measure M2

FY 2024-25 Sources	Amount	
Taxes	\$ 441,875,078	52%
Use of Prior Year Designations	191,100,534	22%
Operating Transfers In	61,697,448	7%
Federal Capital Assistance Grants	57,047,795	7%
SB1 Transit Funding	42,143,538	5%
Interest Income	35,221,365	4%
Reimbursement from Other Agencies	23,000,000	3%
State Assistance	3,000,000	0%
Other Non-operating Revenue	72,000	0%
Total Sources	\$ 855,157,758	

Local Transportation Authority Measure M2

FY 2024-25 Uses	Amount	
Capital Expenditure	\$ 369,472,476	44%
Services and Supplies	311,980,509	36%
Operating Transfers Out	173,704,773	20%
Total Uses	\$ 855,157,758	



Local Transportation Authority Measure M2 Sources & Uses

Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6020 State Assistance	9,863,216	0	3,000,000
6030 Federal Operating Assistance Grants	67,669	0	0
6040 Federal Capital Assistance Grants	21,315,868	91,020,000	57,047,795
6050 Reimbursement from Other Agencies	10,872,535	0	23,000,000
6101 Taxes	439,123,116	461,559,981	441,875,078
6107 SB1 Transit Funding	5,405,066	250,000	42,143,538
6200 Interest Income	14,842,915	32,216,735	35,221,365
6300 Other Non-operating Revenue	199,079	72,000	72,000
6500 Operating Transfers In	15,430,344	27,517,541	61,697,448
Subtotal Revenues	\$ 517,119,808	\$ 612,636,257	\$ 664,057,224
Use of Prior Year Designations	0	210,843,984	191,100,534
Total Sources	\$ 517,119,808	\$ 823,480,241	\$ 855,157,758
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7400 Overhead Allocation	23,244,502	37,590,852	38,419,629
7500 Professional Services	37,458,695	84,410,999	63,563,135
7600 General and Administrative	181,698	391,362	599,253
7800 Contributions to Other Agencies	94,774,922	196,800,877	209,398,492
8200 Operating Transfers Out	107,784,980	161,414,367	173,704,773
9000 Capital Expenditures	177,393,330	342,871,784	369,472,476
Subtotal Expenses	\$ 440,838,127	\$ 823,480,241	\$ 855,157,758
Designations	76,281,681	0	0
Total Uses	\$ 517,119,808	\$ 823,480,241	\$ 855,157,758





Measure M2 Program

M2 Program Funds, continued

M2 Bond Debt Service Fund

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

also accounts for the federal government payment to OCTA of a 35 percent subsidy (subject to federal tax code adjustments) that offsets interest expense for taxable Build America Bonds.

Measure M2 Bond Debt Service Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6200 Interest Income	8,699,050	6,212,429	6,657,884
6500 Operating Transfers In	56,289,699	54,871,900	54,873,900
Subtotal Revenues	\$ 64,988,749	\$ 61,084,329	\$ 61,531,784
Total Sources	\$ 64,988,749	\$ 61,084,329	\$ 61,531,784
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
8111 Interest Expense	34,948,650	33,951,900	32,923,900
8112 Principal Payment On Long Term Debt	19,935,000	20,920,000	21,950,000
8200 Operating Transfers Out	2,963,167	6,212,429	6,657,884
Subtotal Expenses	\$ 57,846,817	\$ 61,084,329	\$ 61,531,784
Designations	7,141,932	0	0
Total Uses	\$ 64,988,749	\$ 61,084,329	\$ 61,531,784



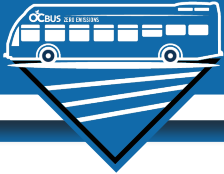
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Transit



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Bus Program

Description

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

OCTA’s bus system currently offers 52 different routes serving nearly 5,226 bus stops. The bus routes are broken down into three distinct types of services. Local and community routes travel between cities throughout the service area. Limited-stop service is provided on some of the local routes providing faster travel times through the service area, and the Stationlink service provides a link from Metrolink stations to work centers. OCTA provides special services funded through the Federal Transit Administration (FTA) to serve persons of low income, seniors, and persons with disabilities under the Section 5310 Enhanced Mobility for Seniors and Disabled (EMSD) Grant Programs. In addition, OCTA funds and administers community transportation services offered through the Senior Mobility Program (SMP).

OCTA also provides OC ACCESS, which is a shared-ride service for people who are unable to use the regular, fixed-route OC Bus service because of functional limitations. This service is required by the Americans

with Disabilities Act (ADA). OCTA offers a non-ADA Same-Day Taxi program and Transit Network Company pilot program to OC ACCESS eligible customers as well.

M2 allocates 1.47 percent of net revenues to stabilize fares for seniors and persons with disabilities. This is included as farebox revenue and the calculation of the farebox recovery ratio. Bus Operations are dependent upon external revenue sources to supplement farebox revenue and help offset operating expenditures for fixed-route and paratransit services. The primary revenue sources are state sales tax revenues, federal and state operating grants, and property tax contributions.

Fixed-Route

The current fixed-route network provides bus service on 36 local lines, eight community lines, four limited-stop lines, and four Stationlink rail feeder lines. The local lines represent the majority of transit options offered throughout Orange County and operate along major arterials comprising a “grid” network. The limited-stop lines are provided on select local route corridors and are designed to provide an attractive rapid transit option by decreasing travel time and improving travel speed within high use corridors, while offering connections to key destinations, major attractions, and Metrolink train services. Community lines use smaller





Bus Program



buses to accommodate roadway constraints or lower passenger demand and provide connections to the local lines. Stationlink rail feeder service is provided to the Metrolink commuter rail stations in Orange County that are considered destination stations, ensuring a connection between rail stations and employment centers for Metrolink commuters.

Paratransit (OC ACCESS)

The OC ACCESS Program provides complementary transit service within a ¼ mile corridor of all OCTA fixed-route service to persons with disabilities. These passengers must be certified by OCTA to use the OC ACCESS system by meeting the ADA eligibility criteria. The use of supplemental taxi services is one of a variety of cost mitigation measures being employed.

Bus Capital Program	
Project	FY 2024-25 Budget
Bus Purchases	92,986,000
Transit Security & Operations Center	58,869,000
Bus Base and Transit Center Projects	42,580,300
Farebox Replacement	12,717,712
Bus Operations Support Vehicles	1,938,500
Bus Capital Program Total	\$ 209,091,512



OCTA also continues its focus on developing partnerships to provide alternative transportation options for seniors and persons with disabilities.

In addition, OCTA offers a non-ADA Same-Day Taxi service and Transit Network Company pilot program, which allows OC ACCESS eligible customers to schedule a partially subsidized trip. OC Flex is a shared-ride micro-transit service. This service provides riders the ability to book and pay for a ride in real-time through the use of a mobile application.

Goals in FY 2024-25

- Implement bus improvements from the Making Better Connections plan.
- Evaluate non-ADA Transit Network Company pilot program for OC ACCESS eligible customers.
- Install new hydrogen fueling station at the Garden Grove bus base.
- Purchase 40, 40-foot FCEB and 10, 40-foot BEB fixed-route buses as the current respective fleets reach their useful life.

Bus Program Funds

Local Transportation Fund (LTF)

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

Accomplishments in FY 2023-24

- Continued evaluation of Battery Electric Bus (BEB) and Fuel Cell Electric Bus (FCEB) programs.
- Completed request for proposal (RFP) for new Same-Day Taxi contract.
- Offered a limited time Savings Pass which saved OC Bus riders up to 40 percent off on 1-day and 30-day passes.
- Achieved an average weekday boarding amount of over 110,000 for fixed-route.





Bus Program

Cost Summary

FY 2024-25 Approved Budget

	Performance Indicators	Directly Operated Fixed-Route	Contracted Fixed-Route	OC ACCESS	ADA Taxi Service	Same Day Taxi Service	Transit Network Company	Special Agency Services	OC Flex	System Total
Service Provided	Vehicle Hours (VH)	1,015,844	644,913	594,903						2,255,660
	Vehicle Miles (VM)	12,217,392	8,366,416	8,460,089						29,043,897
	Revenue Hours (RVH)	928,786	587,835	498,758					17,416	2,032,795
	Revenue Miles (RVM)	10,307,555	6,994,042	6,907,601						24,209,198
Passenger Usage	Boardings	25,827,634	10,765,380	782,815	336,712	55,458	139,802	105,420	38,219	38,051,440
	Boardings per VH	25.42	16.69	1.32						16.87
	Boardings per VM	2.11	1.29	0.09						1.31
	Boardings per RVH	27.81	18.31	1.57						18.72
	Boardings per RVM	2.51	1.54	0.11						1.57
Operating Costs	Costs	\$191,935,054	\$105,172,556	\$66,936,826	\$19,332,530	\$1,558,823	\$3,054,716	\$5,584,706	\$2,211,318	\$395,786,531
	Cost per VH	\$188.94	\$163.08	\$112.52						\$175.46
	Cost per VM	\$15.71	\$12.57	\$7.91						\$13.63
	Cost per RVH	\$206.65	\$178.92	\$134.21					\$126.97	\$194.70
	Cost per RVM	\$18.62	\$15.04	\$9.69						\$16.35
	Cost per Boarding	\$7.43	\$9.77	\$85.51	\$57.42	\$28.11	\$21.85	\$52.98	\$57.86	\$10.40
Fare Revenues	Revenue	\$21,580,161	\$8,186,263	\$5,276,757	\$1,355,451				\$66,893	\$36,465,525
	Revenue per VH	\$21.24	\$12.69	\$8.87						\$16.17
	Revenue per VM	\$1.77	\$0.98	\$0.62						\$1.26
	Revenue per RVH	\$23.23	\$13.93	\$10.58					\$3.84	\$17.94
	Revenue per RVM	\$2.09	\$1.17	\$0.76						\$1.51
	Revenue per Boarding	\$0.84	\$0.76	\$6.74					\$1.75	\$0.96
Subsidy	Subsidy per Boarding	\$6.60	\$9.01	\$78.77					\$56.11	\$9.44
Farebox Recovery Ratio		11.24%	7.78%	7.88%						9.21%
Farebox Recovery Ratio (SB 508 (Chapter of 716, Statutes of 2015): Revisions to the Transportation Development Act (TDA))										14.80%

* All paratransit boardings are reported in terms of trips.





Local Transportation Fund Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6104 Sales Tax Revenue	222,451,502	230,730,885	222,153,368
6200 Interest Income	7,205,298	351,161	1,889,929
Subtotal Revenues	\$ 229,656,800	\$ 231,082,046	\$ 224,043,297
Total Sources	\$ 229,656,800	\$ 231,082,046	\$ 224,043,297
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7500 Professional Services	2,131,421	2,284,464	2,544,538
7600 General and Administrative	1,448	0	0
7800 Contributions to Other Agencies	3,115,249	3,236,909	3,104,821
8200 Operating Transfers Out	190,943,358	225,320,713	218,393,938
Subtotal Expenses	\$ 196,191,476	\$ 230,842,086	\$ 224,043,297
Designations	33,465,324	239,960	0
Total Uses	\$ 229,656,800	\$ 231,082,046	\$ 224,043,297

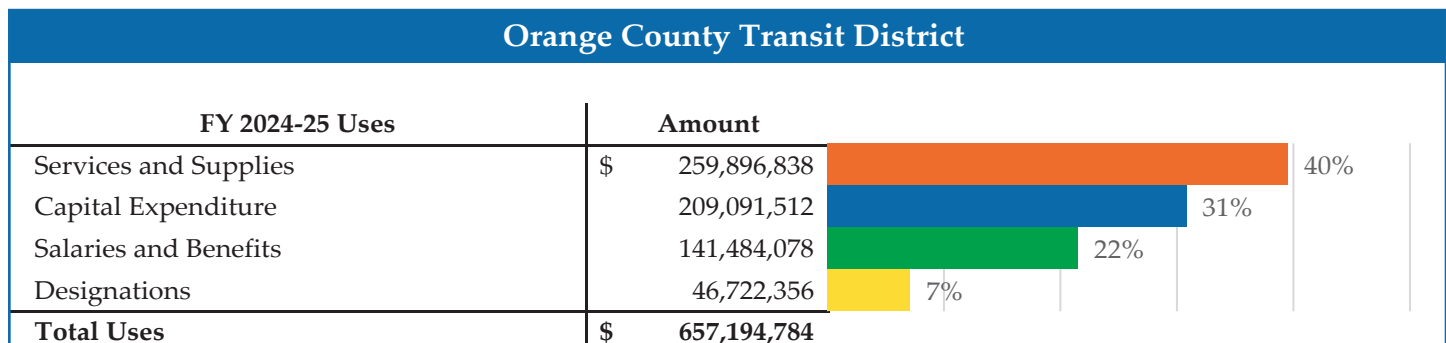
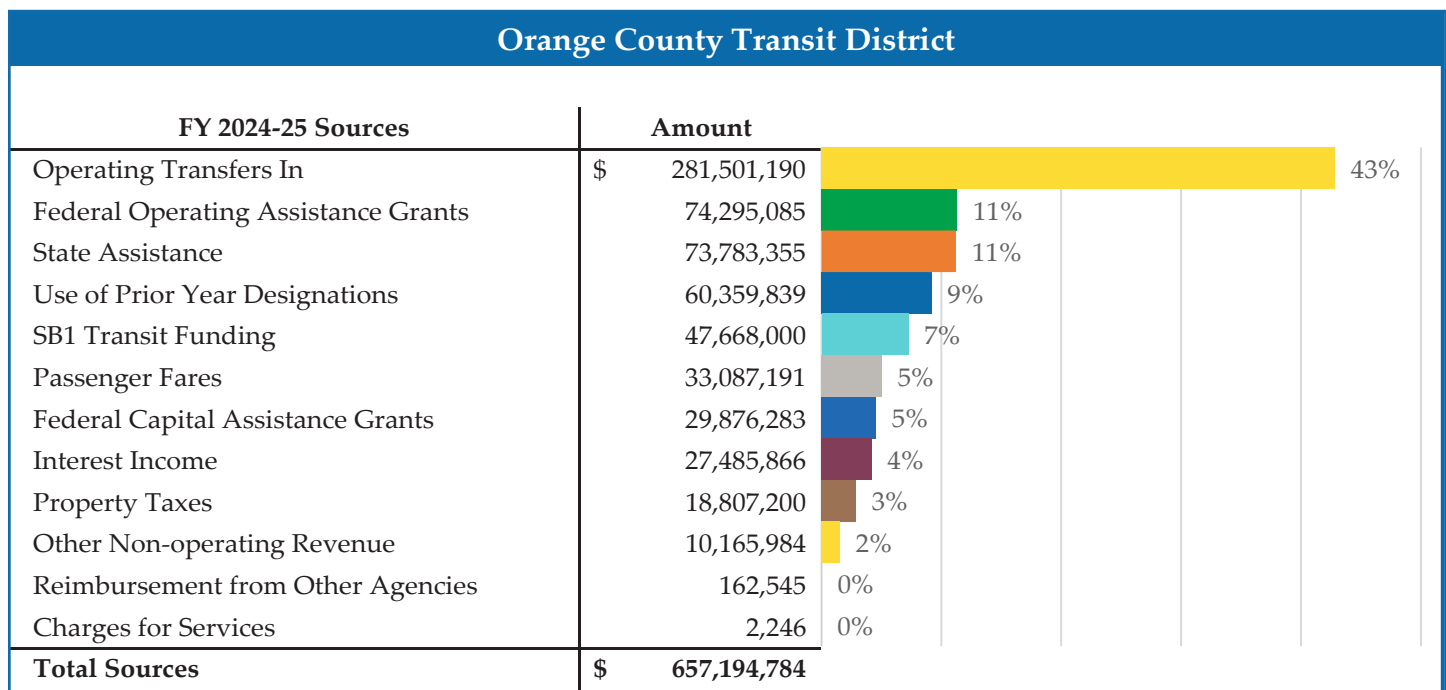




Bus Program

Orange County Transit District (OCTD)

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





Orange County Transit District Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5100 Passenger Fares	34,631,376	37,526,141	33,087,191
5300 Charges for Services	2,904	3,107	2,246
6010 State Transit Assistance	3,636,244	270,000	0
6020 State Assistance	3,419,724	0	73,783,355
6030 Federal Operating Assistance Grants	68,813,847	44,671,073	74,295,085
6040 Federal Capital Assistance Grants	77,581,879	95,188,152	29,876,283
6050 Reimbursement from Other Agencies	293,919	125,000	162,545
6100 Property Taxes	21,155,092	18,360,900	18,807,200
6107 SB1 Transit Funding	3,658,528	27,475,000	47,668,000
6200 Interest Income	8,585,017	26,511,931	27,485,866
6300 Other Non-operating Revenue	13,437,549	11,382,960	10,165,984
6500 Operating Transfers In	234,483,759	287,592,593	281,501,190
Subtotal Revenues	\$ 469,699,838	\$ 549,106,857	\$ 596,834,945
Use of Prior Year Designations	0	75,666,960	60,359,839
Total Sources	\$ 469,699,838	\$ 624,773,817	\$ 657,194,784
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7100 Salaries and Benefits	124,381,258	140,695,884	141,484,078
7300 Purchased Transportation Services	86,319,427	123,561,623	122,853,429
7400 Overhead Allocation	48,999,012	49,944,009	54,482,425
7500 Professional Services	23,154,891	29,968,744	38,019,031
7540 Insurance Claims/Premiums	-8,656	0	0
7600 General and Administrative	10,998,265	10,210,320	13,743,536
7700 Maintenance Parts and Fuel	26,571,134	32,443,558	27,526,805
7702 Fuel, Tires and Maintenance Parts	167,606	317,476	434,228
7800 Contributions to Other Agencies	3,575,585	4,117,843	2,837,384
8111 Interest Expense	4,713	0	0
8200 Operating Transfers Out	1,396,327	0	0
9000 Capital Expenditures	6,505,642	211,982,600	209,091,512
Subtotal Expenses	\$ 332,065,204	\$ 603,242,057	\$ 610,472,428
Designations	137,634,634	21,531,760	46,722,356
Total Uses	\$ 469,699,838	\$ 624,773,817	\$ 657,194,784



Bus Program

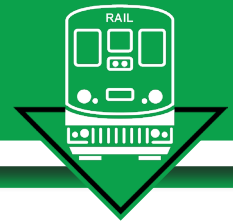
State Transit Assistance Fund (STAF)

The STAF was created by the California Legislature in 1979 and provides a second source of TDA funding for transportation planning and mass transportation purposes. STAF revenues are derived from sales tax on diesel fuel. As of 2017, this revenue increased based on the passage of SB 1. These revenues may be used for capital and operating expenditures related to public transportation.

State Transit Assistance Fund Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6104 Sales Tax Revenue	30,995,652	51,258,654	50,985,529
6107 SB1 Transit Funding	32,069,822	6,885,695	7,083,519
6200 Interest Income	656,229	120,365	629,292
Subtotal Revenues	\$ 63,721,703	\$ 58,264,714	\$ 58,698,340
Total Sources	\$ 63,721,703	\$ 58,264,714	\$ 58,698,340
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7500 Professional Services	21,732	0	24,000
7600 General and Administrative	1,004	0	0
8200 Operating Transfers Out	37,613,920	58,264,714	58,674,340
Subtotal Expenses	\$ 37,636,656	\$ 58,264,714	\$ 58,698,340
Designations	26,085,047	0	0
Total Uses	\$ 63,721,703	\$ 58,264,714	\$ 58,698,340

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Regional Rail Program

Description

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

Metrolink serves as the link between the five Southern California counties serviced by the SCRRA, in addition to a portion of San Diego as a sixth county, by providing commuters transportation connectivity for medium to long-range trips. Metrolink has grown tremendously after almost 30 years in service, expanding from three service lines and 11 stations to seven service lines and 63 stations, all over a 534 route-mile network. There are three rail lines serving Orange County: Orange County Line, Inland Empire-OC Line, and 91/Peris Valley Line. The three lines serving Orange County currently provide a total of 45 trains each weekday and 16 trains each weekend serving 11 Orange County stations. Major structural, security, access, and capacity improvements are currently underway at many of the stations throughout Orange County.





Regional Rail Program

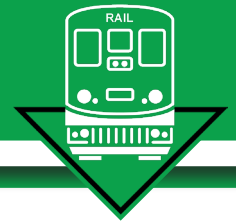
Regional Rail Program, continued

Accomplishments in FY 2023-24

- Completed emergency work along 700 feet of rail line in south San Clemente largely wrapped up in August 2023, with hydroseeding of the reformed slope covering the newly built grade-beam wall. OCTA led the emergency work at that location beginning in October 2022, after continued movement in the hillside on the inland side of the track – and erosion of the beach on the coastal side – caused movement of the track of up to 28 inches.
- Metrolink launched the “Student Adventure Pass” in October 2023 which allows any student with valid school identification to obtain a pass at no charge and ride anywhere on the Metrolink system for free. The Student Adventure Pass is made possible through grant funding from the Low Carbon Transit Operations Program (LCTOP), administered by the California Department of Transportation.
- The Angels Express has been brought back for the 2024 baseball season. By providing a convenient alternative to driving, the Angels Express reduces the number of vehicles on the road during event days, easing traffic for residents and visitors alike.

Goals in FY 2024-25

- Increase ridership and initiate Southern California Optimized Rail Expansion (SCORE): Metrolink developed a \$10 billion capital improvement program called SCORE, to be completed in time for the 2028 Olympic and Paralympic Games. SCORE advances progress towards Metrolink’s goal of accelerating a zero-emissions future and sets forth a series of projects on and improvements to the 538-mile Metrolink system. The Program consists of 75 projects such as crossing improvements and track additions that will be completed over the next seven years, allowing our system to be safer, faster, and more reliable transportation in time for the Games.
- Complete new emergency work to stabilize the train tracks between the Mission Viejo/Laguna Niguel and Oceanside stations which occurred again due to erosion.
- Continue commitment to Metrolink’s long term Climate Action Plan that addresses climate change, air quality, and other pressing sustainability issues to help advance our goal for zero emissions by 2028.
- Metrolink remains committed to meeting its Disadvantaged Business Enterprise (DBE) Program overall goal of 14% of contracted business. This allows us to continue to create a level playing field on which disadvantaged businesses can compete fairly and to maintain funding provided by the Department of Transportation (DOT) we use to further maintain our programs.



Regional Rail Capital Program

Project	FY 2024-25 Budget
Cyprus Shore Slope Stabilization	16,770,000
Mission Viejo/Laguna Niguel Slope Stabilization	5,970,000
San Juan Creek Bridge Replacement	5,150,000
Orange County Maintenance Facility	1,170,000
Irvine Station Improvements	862,000
Coastal Rail Improvements	800,000
Anaheim Canyon Metrolink Station	75,000
Serra Siding Project	15,000
Regional Rail Capital Program Total	\$ 30,812,000





Regional Rail Program

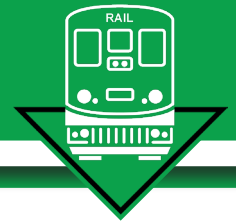
Regional Rail Funds

Regional Rail Fund

The Regional Rail Fund accounts for the operation of regional rail service and the maintenance of OCTA-owned right-of-way. Commuter rail service travels through Orange County between Los Angeles and San Diego Counties on the Orange County Line, between the cities of San Bernardino and Oceanside on the Inland Empire-Orange County Line, and between the City of Perris and Los Angeles County on the 91/Perris Valley Line. Orange County commuter rail service, part of the regional Metrolink network,

is operated by SCRRA. As one of five member agencies, OCTA Board members participate on the SCRRA Board. OCTA staff members participate on SCRRA's Technical Advisory Committee, which makes policy and operation recommendations to the SCRRA Board. OCTA also coordinates design and construction work along Orange County's rail corridors, and coordinates all rail projects with appropriate OCTA departments, corridor cities, and other agencies impacted by necessary improvements.

Regional Rail Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6020 State Assistance	0	0	26,000,000
6030 Federal Operating Assistance Grants	7,579,229	0	100,000
6040 Federal Capital Assistance Grants	0	4,240,000	1,210,481
6050 Reimbursement from Other Agencies	3,953,934	572,000	0
6107 SB1 Transit Funding	6,000,000	0	0
6200 Interest Income	3,131,192	6,011,996	6,154,323
6300 Other Non-operating Revenue	1,511,476	3,500	1,372,000
6500 Operating Transfers In	16,096	54,838,508	45,847,775
6550 Proceeds Sale of Capital Asset	0	1,882,703	1,882,703
Subtotal Revenues	\$ 22,191,927	\$ 67,548,707	\$ 82,567,282
Use of Prior Year Designations	13,069,133	9,769,646	11,212,945
Total Sources	\$ 35,261,060	\$ 77,318,353	\$ 93,780,227
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7400 Overhead Allocation	3,017,357	4,922,395	5,347,397
7500 Professional Services	9,455,931	60,108,822	60,399,349
7600 General and Administrative	19,014	8,890	6,275
7800 Contributions to Other Agencies	7,539,999	686,650	4,787,750
8200 Operating Transfers Out	4,647,019	6,366,596	6,169,456
9000 Capital Expenditures	10,581,740	5,225,000	17,070,000
Subtotal Expenses	\$ 35,261,060	\$ 77,318,353	\$ 93,780,227
Total Uses	\$ 35,261,060	\$ 77,318,353	\$ 93,780,227



Regional Rail Funds, continued

Regional Rail		
FY 2024-25 Sources	Amount	
Operating Transfers In	\$ 45,847,775	49%
State Assistance	26,000,000	28%
Use of Prior Year Designations	11,212,945	12%
Interest Income	6,154,323	7%
Proceeds Sale of Capital Asset	1,882,703	2%
Other Non-operating Revenue	1,372,000	1%
Federal Capital Assistance Grants	1,210,481	1%
Federal Operating Assistance Grants	100,000	0%
Total Sources	\$ 93,780,227	

Regional Rail		
FY 2024-25 Uses	Amount	
Services and Supplies	\$ 70,540,771	75%
Capital Expenditure	17,070,000	18%
Operating Transfers Out	6,169,456	7%
Total Uses	\$ 93,780,227	





Local Rail Program

Local Rail Program

Description

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

Operation is expected to begin in August 2025. The project will link the Santa Ana Regional Transportation Center (SARTC), which provides regional rail, OCTA bus, intercity, and international bus services, to a new multimodal hub at Harbor Boulevard/Westminster Avenue in Garden Grove.

The OC Streetcar will serve the historic downtown Santa Ana and Civic Center, which includes government offices, federal, state, and local courthouses, unique restaurants and shops, an artists' village, several colleges, and various community enrichment organizations.

In coordination with the FTA and the cities of Santa Ana and Garden Grove, OCTA is the lead agency in designing, constructing, operating, and maintaining the 4.15-mile streetcar. With a current project budget of \$579 million based on the forecasted report to the Board on April 2023, the streetcar system will connect the SARTC through downtown Santa Ana to Harbor Boulevard and Westminster Avenue in the City of Garden Grove. In addition, OC Streetcar is expected to connect directly with 18 OCTA bus routes along the path.

The Diversity and Outreach teams consistently engaged in community events, focusing on safety awareness in schools during the construction phase of the project. The Eat Shop Play Program has expanded to more than 100 participants, far exceeding the original goal of 40 businesses through advertising channels, including texting campaigns, and holiday promotions on various media platforms.

Through November 2023, \$132 million has been drawn down on the Full Fund Grant Agreement.

Accomplishments in FY 2023-24

- As of December 2023, the construction is at 84 percent completion with milestones including the completion of the Santa Ana River and Westminster bridges with the placement of handrails, and 80 percent installation of all tracks and OC Streetcar traffic signal poles.
- A major milestone was achieved with the reopening of the Santa Ana Boulevard and Santiago Street intersection following the installation of the remaining embedded track at this location. The embedded tracks are now fully installed in four out of the five project segments.
- In the Pacific Electric right-of-way (PEROW), ballasted rail and fence installations are complete, with at-grade crossings at Fairview, Fifth, and Raitt Streets finished.
- Five vehicles inspected and approved for storage by December 2023 while the remaining three cars are in final testing.
- Collaborated with Herzog – O&M contractor in the preparation for the pre-revenue phase, which included submitting the draft of operator employee rule book for OCTA internal review before sharing with the California Public Utilities Commission (CPUC) and conducting pre-storage inspections of vehicles at Siemens Facility.
- Increased awareness and interest in OC Streetcar by developing and implementing a multifaceted, phased marketing campaign, including business partnerships and customer communications, on how to use the system and present plan to the Board.



Transit Development Capital Project

FY 2024-25 Sources	Amount	
Operating Transfers In	\$ 59,769,984	71%
Federal Capital Assistance Grants	24,209,077	29%
Total Sources	\$ 83,979,061	

Transit Development Capital Project

FY 2024-25 Uses	Amount	
Capital Expenditure	\$ 52,396,388	62%
Services and Supplies	31,582,673	38%
Total Uses	\$ 83,979,061	



Local Rail Program

Goals in FY 2024-25

- Focus on infrastructure enhancements including the installation of traffic signal poles and equipment, setting up OC Streetcar hardware and overhead wires, paving working for constructing station platforms and canopies.
- Establishing service connections for the four traction power substations and closely coordinating with Walsh to advance the completion of Maintenance Facilities Storage (MSF) for vehicle delivery and testing.
- Anticipating the commencement of pre-revenue phase.
- Continue to work with Santa Ana and Garden Grove cities to finalize operations and maintenance agreements for the Project’s revenue service.
- Providing schedule updates to the community events for project schedule, education, and safety messaging.

Local Rail Program Funds

Transit Development Capital Projects Fund

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

Transit Development Capital Project Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6040 Federal Capital Assistance Grants	40,077,789	35,104,196	24,209,077
6500 Operating Transfers In	45,265,579	48,728,108	59,769,984
Subtotal Revenues	\$ 85,343,368	\$ 83,832,304	\$ 83,979,061
Total Sources	\$ 85,343,368	\$ 83,832,304	\$ 83,979,061
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7300 Purchased Transportation Services	213,870	7,400,000	5,000,000
7400 Overhead Allocation	2,037,422	7,558,307	5,665,673
7500 Professional Services	3,803,422	15,009,000	17,351,000
7600 General and Administrative	34,145	126,000	1,571,000
7800 Contributions to Other Agencies	757,603	2,005,000	1,995,000
9000 Capital Expenditures	39,269,692	51,733,997	52,396,388
Subtotal Expenses	\$ 46,116,154	\$ 83,832,304	\$ 83,979,061
Designations	39,227,214	0	0
Total Uses	\$ 85,343,368	\$ 83,832,304	\$ 83,979,061



Local Rail Program Funds, continued

Local Rail Fund

The Local Rail Fund was established to account for the administration and operations of the OC Streetcar. The project will include ten stops, with platforms in each direction, and a new maintenance and storage facility to accommodate a streetcar fleet of up to 15 vehicles.

Local Rail Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5100 Passenger Fares	0	221,885	0
6050 Reimbursement from Other Agencies	0	161,377	0
6200 Interest Income	-77	0	0
6500 Operating Transfers In	747,416	4,302,536	3,971,292
Subtotal Revenues	\$ 747,339	\$ 4,685,798	\$ 3,971,292
Use of Prior Year Designations	55	0	0
Total Sources	\$ 747,394	\$ 4,685,798	\$ 3,971,292
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7300 Purchased Transportation Services	0	2,072,767	0
7400 Overhead Allocation	640,163	1,126,889	1,160,696
7500 Professional Services	107,231	1,146,942	1,347,300
7540 Insurance Claims/Premiums	0	0	900,000
7600 General and Administrative	0	0	115,000
9000 Capital Expenditures	0	339,200	448,296
Subtotal Expenses	\$ 747,394	\$ 4,685,798	\$ 3,971,292
Total Uses	\$ 747,394	\$ 4,685,798	\$ 3,971,292

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Express Lanes



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Express Lanes Program

Description

Built at a cost of \$135 million, the Orange County section of the 91 Express Lanes project was authorized as a toll road by the State of California in 1989. In 1995, this ten-mile toll facility was opened.

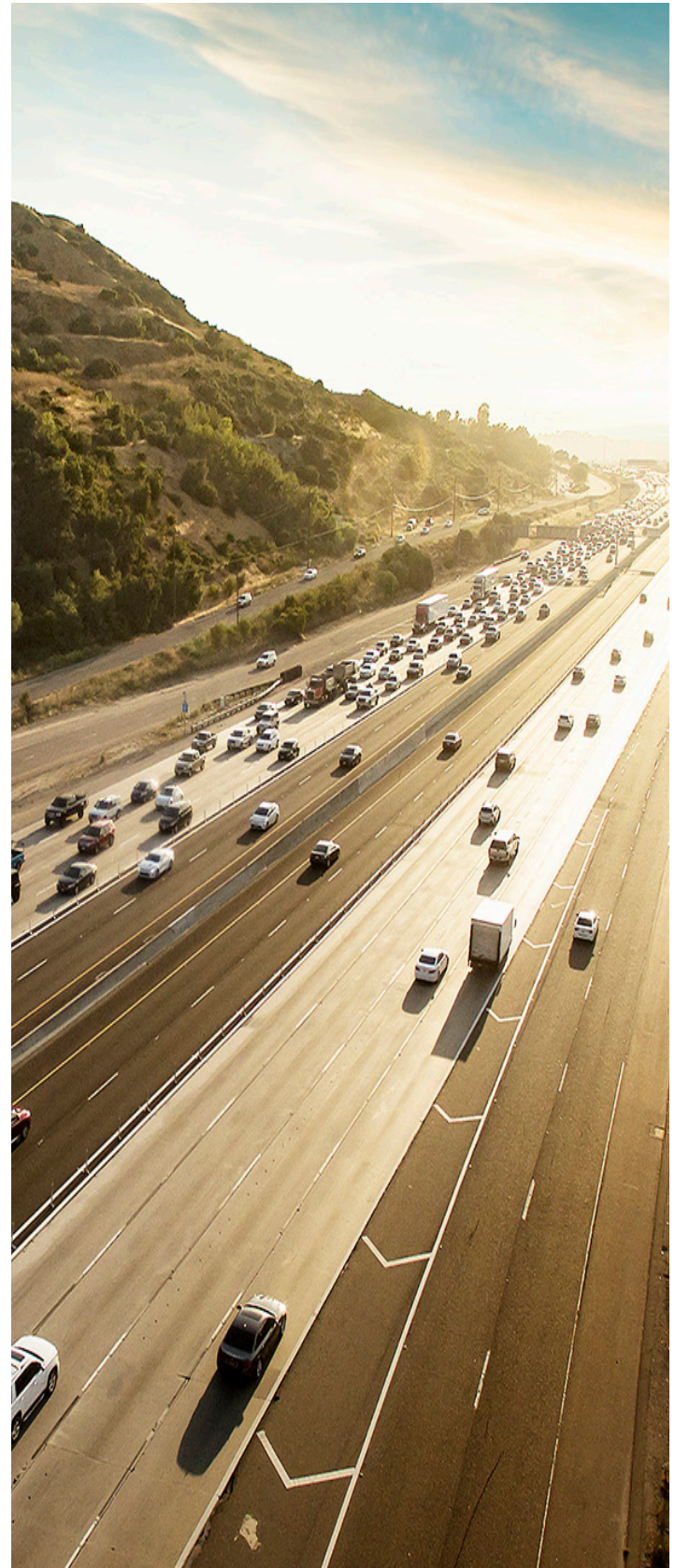
An agreement with the State of California Department of Transportation (Caltrans) included a non-compete provision that created a 1.5-mile protection zone along each side of SR-91. This zone prohibited improvements along the corridor and created mobility problems as the region and corresponding transportation demands grew.

To mitigate growing concerns over congestion, OCTA acquired the 91 Express Lanes franchise rights in January 2003. This eliminated the non-compete provision, clearing the way for future enhancements to increase capacity and improve traffic flow along the SR-91 corridor.

In partnership with Caltrans, OCTA has undertaken the expansion of the I-405 freeway between SR-73 and I-605. This extensive project, completed and opened for public use on December 1st, 2023, enhances 16 miles of the I-405 corridor by adding one standard lane in each direction from Euclid Street to I-605, along with improvements to freeway access points, exits, and bridges.

Additionally, the project includes the construction of the 405 Express Lanes spanning from SR-73 to I-605. These newly established express lanes feature an extra lane in each direction which has seamlessly integrated with the existing carpool lanes and connectors (established in 2014) to form two lanes in each direction.

The opening of the 405 Express Lanes on December 1st, 2023, marks a significant milestone in optimizing traffic flow throughout the corridor, enhancing throughput, and fostering improved efficiency for commuters.





Express Lanes Program

91 Express Lanes

Description

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

In 2008, RCTC received authority to extend the Express Lanes an additional eight miles into Riverside County. The RCTC 91 Corridor Improvement Project added regular lanes, tolled express lanes, auxiliary lanes, and direct express lane connectors from the northbound Interstate 15 (I-15) to the westbound SR-91 and from the eastbound SR-91 to the southbound I-15. The Riverside County section of the 91 Express Lanes opened on March 2017.

Trips along the 91 Express Lanes are anticipated to increase by 600,000 which will bring the total to 20.1 million in FY 2024-25.



Goals in FY 2024-25

- Continue to adjust tolls to maximize the number of cars traveling through the 91 corridors, rather than maximizing revenue.
- Begin the construction phase of the SR-91 – SR-55 to Lakeview Ave (Segment 1) project by the end of calendar year 2024.
- Install new Electronic Toll and Traffic Management system equipment onto the new eastbound entrance gantries and replace all closed-circuit television (CCTV) cameras along the SR-91 corridor.
- Maintain customer safety by keeping assistance patrols at current levels to provide the level of safety and support that our travelers rely on and expect.
- Continue to maintain financial stability by continuing OCTA's history of conservative investments, proactive management, and forward-thinking improvements that will allow the 91 Express Lanes to continue offering the dependable, predictable, safe travel alternative that customers have relied on since 2003.

Accomplishments in FY 2023-24

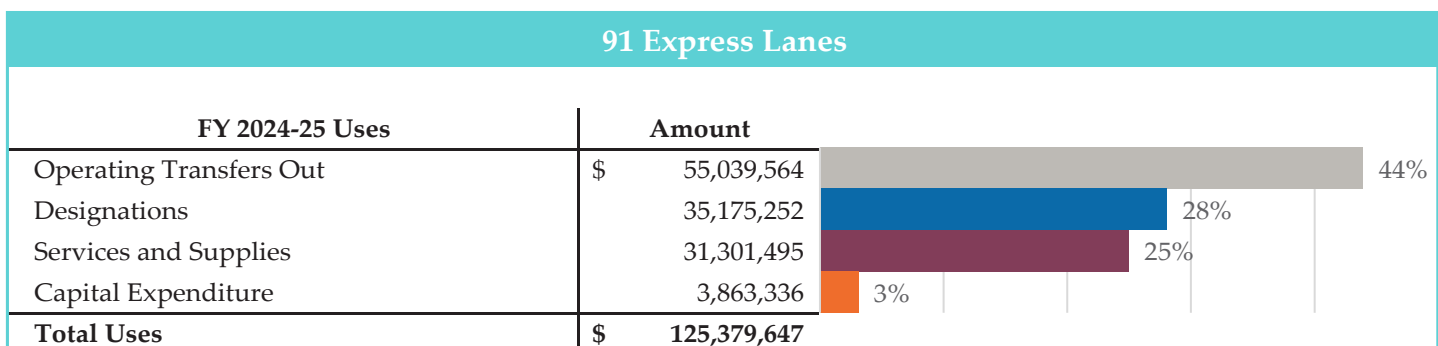
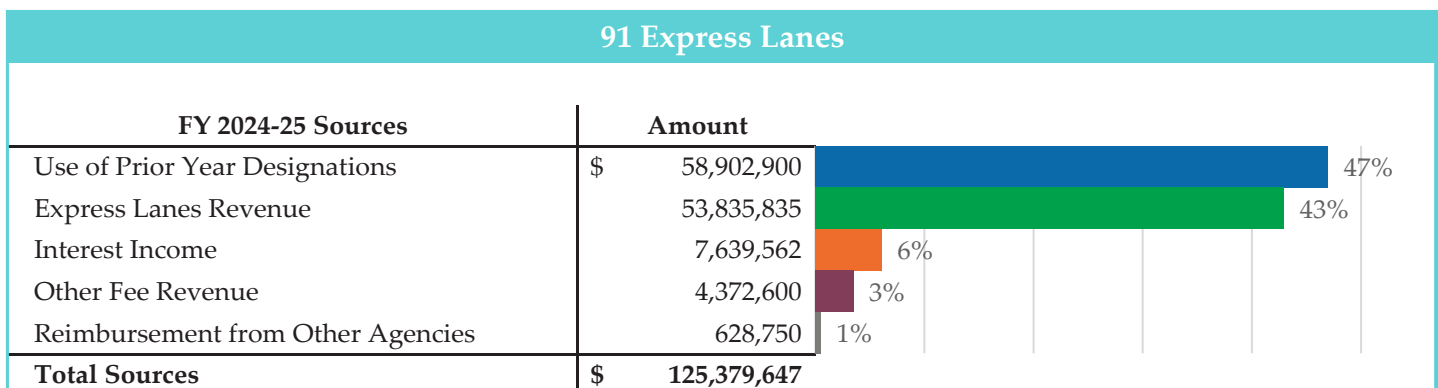
- The 91 Express Lanes received an upgraded bond rating from one of the top three credit rating agencies. Moody's Investors Service upgraded the rating on the 91 Express Lanes bond debt from A1 to Aa3.
- OCTA refinanced the 91 Express Lanes bonds to save money and allow for even more efficient investments in transportation improvements. OCTA reduced the principal on the bonds from \$71 million to \$48 million which yielded a net present-value savings of \$5.5 million.
- Traffic volumes and toll revenues reached an all-time high during the 2023-24 fiscal year.
- Completed the Roadside Services procurement and executed a contract with a new vendor.
- Excess toll revenues have led to more than \$2 billion being earmarked or spent by both OCTA and the Riverside County Transportation Commission (RCTC) to improve the regular 91 lanes and make other transportation improvements.

Express Lanes Program



SR-91 Express Lanes Fund

The 91 Express Lanes Fund captures revenues and expenses associated with the operations of the program. This fund is an enterprise fund with program related expenses being covered by program generated revenue. Revenue includes both toll and non-toll related revenues.

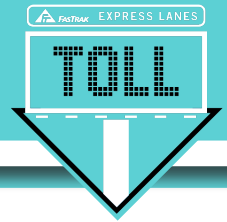




Express Lanes Program

91 Express Lanes, continued

91 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5500 Express Lanes Revenue	56,612,722	49,310,853	53,835,835
5550 Other Fee Revenue	4,763,452	4,372,557	4,372,600
6050 Reimbursement from Other Agencies	470,601	360,000	628,750
6200 Interest Income	4,410,321	6,852,165	7,639,562
6300 Other Non-operating Revenue	-2,420	0	0
Subtotal Revenues	\$ 66,254,676	\$ 60,895,575	\$ 66,476,747
Use of Prior Year Designations	0	36,041,449	58,902,900
Total Sources	\$ 66,254,676	\$ 96,937,024	\$ 125,379,647
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7300 Purchased Transportation Services	5,773,861	8,046,637	7,821,819
7400 Overhead Allocation	3,784,342	4,604,114	4,162,776
7500 Professional Services	5,520,732	10,437,454	9,033,700
7540 Insurance Claims/Premiums	542,936	350,000	900,000
7600 General and Administrative	111,031	832,100	933,450
7800 Contributions to Other Agencies	-1,245,115	270,000	398,000
8111 Interest Expense	3,666,119	3,335,825	2,231,750
8112 Principal Payment On Long Term Debt	0	7,460,000	5,820,000
8200 Operating Transfers Out	12,014,193	31,305,112	55,039,564
9000 Capital Expenditures	1,332,812	4,248,336	3,863,336
Subtotal Expenses	\$ 31,500,911	\$ 70,889,578	\$ 90,204,395
Designations	34,753,765	26,047,446	35,175,252
Total Uses	\$ 66,254,676	\$ 96,937,024	\$ 125,379,647



405 Express Lanes

Description

Officially inaugurated on December 1, 2023, the I-405 Express Lanes span a four-lane, High-Occupancy Toll (HOT) corridor along I-405, extending from SR-55 to I-605. Designed to offer commuters a dependable travel alternative compared to the adjacent general-purpose lanes, these Express Lanes feature a variable toll rate based on traffic demand, aimed at optimizing throughput in the corridor while maintaining smooth traffic flow within the HOT lanes.

A combination of toll-paying and carpool vehicles will utilize the lanes, with carpool vehicles carrying two or more riders (HOV2+) enjoying toll-free access during non-peak hours, while those with three or more occupants (HOV3+) will have toll-free access all day. Following an initial three and a half years of operation, HOV2+ vehicles will be subject to tolls, while HOV3+ vehicles will remain exempt from charges.

The I-405 being under the jurisdiction of Caltrans, OCTA has entered into a cooperative agreement with Caltrans to delineate the roles and responsibilities of each agency. The 405 Express Lanes are owned by Cal-

trans but leased to OCTA for a 40-year term, commencing on December 1, 2023, which was the first day of public use and toll operations.

In collaboration with Caltrans, OCTA has expanded the I-405 between SR-73 and I-605, encompassing enhancements along 16 miles of the I-405 corridor from SR-73 in Costa Mesa to the I-605 near the Los Angeles County line. This includes the addition of one general-purpose lane in each direction between Euclid Street and the I-605, along with enhancements to freeway access points, exits, and bridges. Furthermore, the project incorporated an additional lane through the reconfiguration of the existing carpool lane, culminating in the establishment of the 405 Express Lanes. These newly implemented express lanes span two lanes in each direction and are strategically poised to substantially augment throughput and optimize traffic efficiency throughout the corridor.

The 405 Express Lanes Fund will be responsible for managing the operational and capital expenses associated with the 405 Express Lanes.





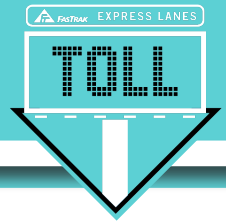
Express Lanes Program

Goals in FY 2024-25

- Advancing our strategic investment in infrastructure enhancements tailored to optimize traffic flow and bolster safety along the 405 Express Lanes. This includes implementing ongoing maintenance, targeted upgrades, and seamless integration of advanced technologies to ensure an unparalleled travel experience for all users of this vital corridor.
- Prioritizing initiatives focused on elevating customer service standards, expanding outreach efforts, and enhancing transparency in tolling operations for the 405 Express Lanes. Through proactive collaboration and robust community engagement, we aim to foster widespread awareness and understanding of our transportation initiatives along this critical route.
- Leveraging sophisticated real-time data analytics and performance metrics to proactively monitor usage patterns and traffic trends on the 405 Express Lanes. By harnessing data-driven insights, we aim to anticipate evolving demand, identify operational efficiencies, and implement targeted interventions to optimize overall system performance along this key transportation artery.
- Exploring innovative solutions to promote alternative transportation modes and enhance the travel ecosystem specifically along the 405 Express Lanes. This commitment aligns with our mission to deliver efficient and sustainable transportation solutions tailored to the unique characteristics of this express lane corridor.
- Continue maintaining open lines of communication with residents residing along the 405 Express Lanes to provide timely updates on upcoming construction activities and ensure their needs and concerns are addressed. This ensures our initiatives effectively enhance the overall transportation experience along this crucial stretch of roadway.

Accomplishments in FY 2023-24

- Executed construction tasks related to bridge replacement and widening for the 405 Express Lanes project with exceptional efficiency, ensuring strict adherence to timelines and quality standards.
- Strategically orchestrated construction activities during off-peak traffic hours, maximizing productivity while minimizing disruptions for commuters.
- Successfully inaugurated the 405 Express Lanes on December 1, 2023, representing a pivotal advancement in our ongoing commitment to enhancing regional transportation infrastructure.
- Completed construction of all 18 bridges essential to the project, including prominent structures such as Newland Street, Ward Street, Bolsa Avenue, and Westminster Boulevard, among others.
- Implemented a cutting-edge Back-Office System/ Customer Service Center, elevating operational efficiency and setting new standards for customer service excellence for the 405 Express Lanes.
- Maintained proactive engagement with residents through comprehensive communication initiatives, delivered timely updates on construction progress, and actively sought community feedback to optimize project outcomes.



405 Express Lanes Fund

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

405 Express Lanes Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5500 Express Lanes Revenue	0	23,250,625	44,497,778
5550 Other Fee Revenue	0	286,875	377,754
6050 Reimbursement from Other Agencies	117	0	0
6200 Interest Income	852,285	0	0
Subtotal Revenues	\$ 852,402	\$ 23,537,500	\$ 44,875,532
Use of Prior Year Designations	33,465,363	61,241,644	30,228,190
Total Sources	\$ 34,317,765	\$ 84,779,144	\$ 75,103,722
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7300 Purchased Transportation Services	0	12,401,850	15,543,410
7400 Overhead Allocation	1,734,096	3,638,884	4,151,776
7500 Professional Services	683,141	8,299,135	9,274,445
7540 Insurance Claims/Premiums	0	1,250,000	385,000
7600 General and Administrative	56,846	1,417,100	865,850
7800 Contributions to Other Agencies	9,280	839,750	28,500
8111 Interest Expense	-5,950,403	12,094,594	12,354,898
9000 Capital Expenditures	37,784,805	44,837,831	17,873,292
Subtotal Expenses	\$ 34,317,765	\$ 84,779,144	\$ 60,477,171
Designations	0	0	14,626,551
Total Uses	\$ 34,317,765	\$ 84,779,144	\$ 75,103,722

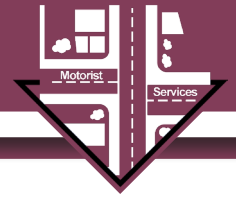


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Motorist Services



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Motorist Services Program

Description

Motorist Services includes the Service Authority for Freeway Emergencies (SAFE) program. The SAFE Program is comprised of the Freeway Service Patrol (FSP), Freeway Call Box Network, and Orange County 511 Service, which is designed and operated to assist motorists on Orange County's network of freeways.

SAFE

Description

California Statute authorized SAFE in 1985 to enable counties to generate revenue for purchasing, installing, operating, and maintaining a system of motorist aid call boxes.

The Call Box Program consists of the freeway call box system that assists motorists requiring roadside aid. It was developed to allow motorists to report road hazards, mechanical breakdowns, traffic accidents, and other incidents.

The FSP service is operated jointly by the California Highway Patrol (CHP), Caltrans, and OCTA. The service includes a fleet of 35 tow trucks patrolling freeways during peak commuting hours to assist motorists with disabled vehicles and improve traffic flow. SAFE partners with the Los Angeles County SAFE (LA SAFE), Caltrans, CHP, and Ventura County Transportation Commission in developing a motorist aid and traffic information system known as 511. This service includes a toll-free number equipped with an interactive voice response system, a user-friendly mobile application, and a versatile web interface. Users can use these to access up-to-date traffic speeds and travel times on state highways, receive assistance with planning public transit trips, and gather information on various commuter services, including carpool/van-pool options, bicycling, and park and ride facilities.

SAFE is funded through a \$1 per year fee collected from motor vehicle registration within Orange County as authorized by California Streets and Highways Code Section 2555. Additionally, SAFE receives funding from the State Highway Account through Caltrans and from Orange County's half-cent transportation sales tax,

Measure M2 Project N, for FSP operations. On April 28, 2017, the Road Repair and Accountability Act transportation funding package was signed into law and provides additional annual funding to the FSP Program.

Accomplishments in FY 2023-24

- Successfully facilitated the acquisition of new service agreements for four distinct Freeway Service Patrol (FSP) service areas, bolstering operational efficiency and service coverage.
- Initiated operational FSP services on the 405 Express Lanes upon their inauguration, significantly enhancing commuter safety measures and optimizing traffic management capabilities.
- Executed the issuance of a Request for Proposals (RFP) and the strategic utilization of option terms for Call Box and 511 Call Center Services, optimizing communication infrastructure and support systems.
- Executed the seamless transition of the FSP radio system from its incumbent low-band framework to OCTA's cutting-edge cellular-based Open Sky radio system, ensuring heightened reliability and performance standards.

Goals in FY 2024-25

- Implementing the transition from existing IBR900 routers and NetCloud services to advanced Cradlepoint router hardware and cloud services, optimizing network reliability and operational effectiveness.
- Maintaining and enhancing Call Box Maintenance Services & Support, to ensure uninterrupted functionality of critical communication infrastructure.
- Collaborating closely with OCTA's Public Outreach department to develop comprehensive 511 outreach materials and execute targeted public engagement initiatives, thereby increasing community engagement and awareness of transportation resources.



Motorist Services Program

Service Authority for Freeway Emergencies Sources & Uses

Sources Summary

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6103 DMV Fees	2,952,568	2,900,000	2,900,000
6107 SB1 Transit Funding	1,088,105	1,875,000	1,900,000
6200 Interest Income	23,308	80,643	88,019
6300 Other Non-operating Revenue	3,354,928	2,255,000	2,252,500
6500 Operating Transfers In	0	5,730,721	5,863,489
Subtotal Revenues	\$ 7,418,909	\$ 12,841,364	\$ 13,004,008
Use of Prior Year Designations	1,933,558	0	0
Total Sources	\$ 9,352,467	\$ 12,841,364	\$ 13,004,008

Uses Summary

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7400 Overhead Allocation	1,093,576	1,844,672	1,726,761
7500 Professional Services	7,821,404	9,346,884	9,434,739
7600 General and Administrative	388,139	987,700	1,063,400
9000 Capital Expenditures	49,348	662,108	779,108
Subtotal Expenses	\$ 9,352,467	\$ 12,841,364	\$ 13,004,008
Total Uses	\$ 9,352,467	\$ 12,841,364	\$ 13,004,008



SAFE Fund

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

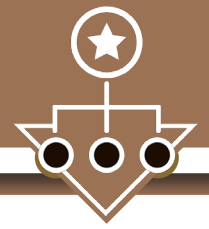
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Administration



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Administration Program

Description

OCTA's Administration Program provides the staff to oversee Regional Rail, Freeways, Streets and Roads, Express Lanes, Local Rail, Motorist Services, and Bus Programs.

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

Cost Allocation

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

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

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

The Accounting Department applies the cost allocation methodology to allocate costs monthly, with an annual adjustment at the end of the fiscal year. The budget uses the allocation rates from the most recent complete fiscal year as a starting point.

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

The OCTA was selected to serve as the managing agency for the LOSSAN Rail Corridor Agency in August 2013. The LOSSAN is currently administered by 18 dedicated OCTA staff. These positions are funded through the Interagency Transfer Agreement with the State of California.





Administration

Administrative Program Staffing

OCTA is comprised of seven divisions. Each division is organized by department. The table below shows staffing levels for FY 2022-23 through FY 2024-25.

Division / Department	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Office</u>			
Executive Office - CEO	5.00	5.00	5.00
Internal Audit	6.00	6.00	6.00
Express Lanes and Motorist Services	10.00	10.00	10.00
Public Information Office	4.00	4.00	4.00
Clerk of the Board	5.00	5.00	5.00
Security and Emergency Preparedness	6.00	7.00	7.00
Executive Office	36.00	37.00	37.00
<u>Finance and Administration</u>			
Chief Financial Officer	4.00	4.00	4.00
Accounting and Financial Reporting	21.00	22.00	22.00
Financial Planning and Analysis	13.00	13.00	13.00
Revenue Administration	8.00	9.00	9.00
Contracts Administration and Materials Management	59.00	60.00	60.00
Information Systems	41.00	43.00	43.00
General Services	21.50	22.00	22.00
Treasury Department	2.00	2.00	2.00
Finance and Administration	169.50	175.00	175.00
<u>People and Community Engagement</u>			
Executive Director, PACE	3.00	3.00	3.00
Human Resources	27.00	27.00	27.00
Learning and Development	5.00	5.00	5.00
Risk Management	7.00	7.00	7.00
Health, Safety, & Environmental Compliance	10.00	10.00	10.00
Director, Marketing and Public Outreach	3.00	3.00	3.00
Marketing & Customer Engagement	21.00	21.00	21.00
Public Outreach	12.00	12.00	12.00
People and Community Engagement	88.00	88.00	88.00
<u>Government Relations</u>			
Executive Director, Government Relations	9.00	9.00	9.00
Government Relations	9.00	9.00	9.00

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Organizational planning efforts prompted a decrease in Bus Operations budgeted positions and an increase in Maintenance positions. These efforts reflect proposed changes to service levels and revenue vehicle maintenance requirements. Administrative staffing levels remained flat yer-over-year in the FY 2024-25 budget.

Division / Department	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
Planning			
Executive Director, Planning	5.00	5.00	5.00
Director, Strategic Planning	3.00	3.00	3.00
Planning and Analysis	25.00	26.00	26.00
Capital and Local Programs	13.50	13.50	13.50
Planning	46.50	47.50	47.50
Capital Programs			
Executive Director, Capital Programs	19.00	19.00	19.00
Rail	4.00	4.00	4.00
Highway Project Delivery	11.00	11.00	11.00
Capital Programs	34.00	34.00	34.00
Operations			
Chief Operating Officer	2.00	2.00	2.00
Executive Director, Bus Operations	3.00	3.00	3.00
Bus Operations	696.50	688.50	664.50
Contract Transportation Services	19.50	20.00	22.00
Maintenance	217.50	221.50	224.50
Scheduling and Bus Operations Support	13.00	13.00	11.00
Regional Rail	5.00	5.00	5.00
Local Rail	4.00	8.00	8.00
LOSSAN Staff Administration	18.00	18.00	18.00
Operations	978.50	979.00	958.00
Total Authority	1,361.50	1,369.50	1,348.50

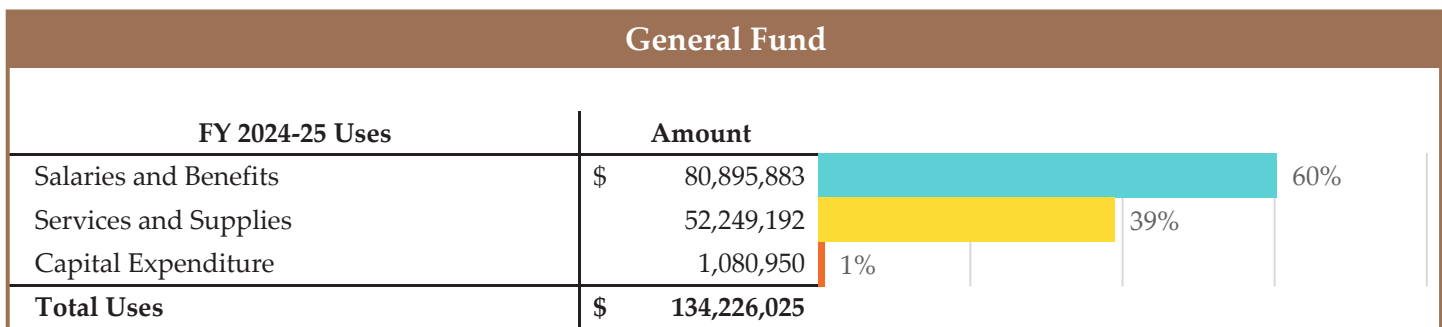
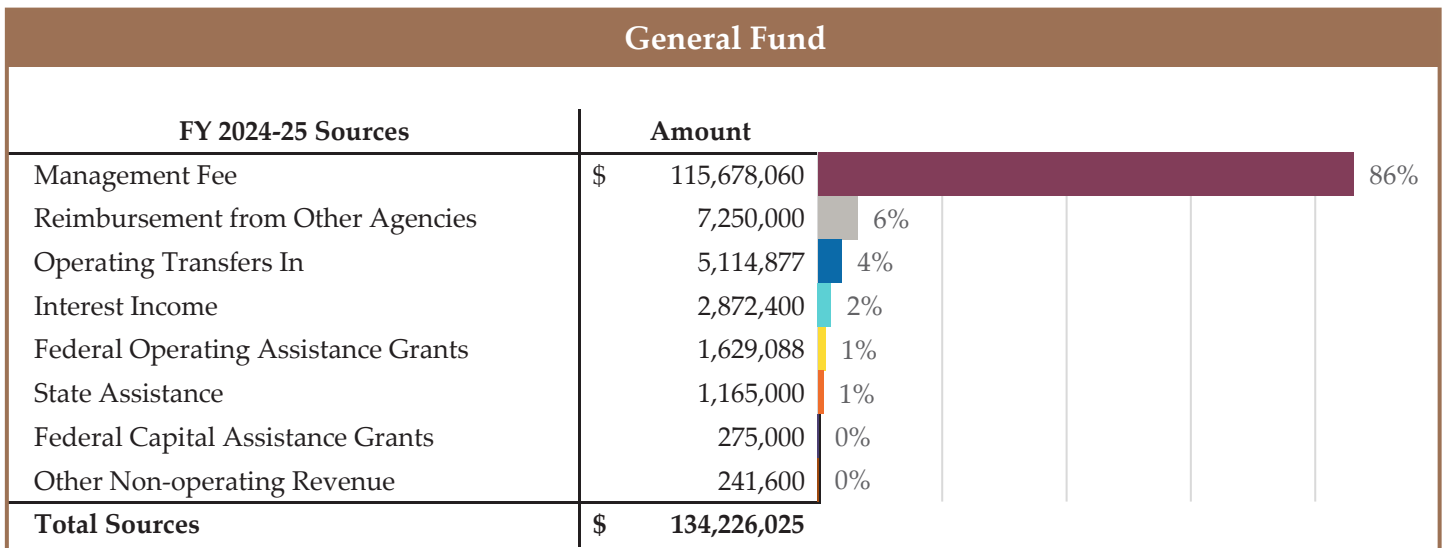


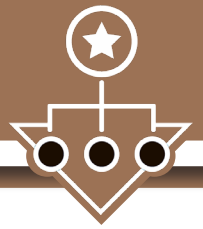
Administration

Administrative Funds

General Fund

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





General Fund, continued

General Fund Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6020 State Assistance	960,894	6,975,000	1,165,000
6030 Federal Operating Assistance Grants	1,203,698	1,066,915	1,629,088
6040 Federal Capital Assistance Grants	2,305,774	275,000	275,000
6050 Reimbursement from Other Agencies	6,024,455	7,064,634	7,250,000
6103 DMV Fees	14	0	0
6200 Interest Income	3,232,244	2,448,317	2,872,400
6300 Other Non-operating Revenue	286,710	329,300	241,600
6400 Management Fee	85,622,039	111,822,873	115,678,060
6500 Operating Transfers In	5,130,072	5,302,024	5,114,877
6550 Proceeds Sale of Capital Asset	15,326	0	0
Subtotal Revenues	\$ 104,781,226	\$ 135,284,063	\$ 134,226,025
Use of Prior Year Designations	692,080	0	0
Total Sources	\$ 105,473,306	\$ 135,284,063	\$ 134,226,025
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7100 Salaries and Benefits	69,567,652	78,814,342	80,895,883
7500 Professional Services	20,986,306	34,274,188	30,336,911
7540 Insurance Claims/Premiums	39	0	0
7600 General and Administrative	8,393,409	10,284,825	20,027,508
7800 Contributions to Other Agencies	224,067	813,355	1,884,773
8111 Interest Expense	-434,995	0	0
9000 Capital Expenditures	6,736,828	11,097,353	1,080,950
Subtotal Expenses	\$ 105,473,306	\$ 135,284,063	\$ 134,226,025
Total Uses	\$ 105,473,306	\$ 135,284,063	\$ 134,226,025

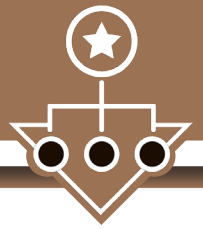


Administration

Additional Retirement Benefit Account (ARBA) Trust Fund

OCTA currently provides a supplemental retirement benefit known as ARBA. This benefit is offered to retired members of Orange County Employees Retirement System (OCERS) to assist OCTA employees in maintaining health insurance coverage following their retirement from OCTA. OCTA does not provide retiree medical benefits. OCTA currently funds ARBA based on biennial actuarial valuations.

ARBA Trust Fund Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6200 Interest Income	2,157,920	678,594	1,143,703
6300 Other Non-operating Revenue	672,283	886,460	692,761
Subtotal Revenues	\$ 2,830,203	\$ 1,565,054	\$ 1,836,464
Use of Prior Year Designations	0	253,227	0
Total Sources	\$ 2,830,203	\$ 1,818,281	\$ 1,836,464
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7800 Contributions to Other Agencies	1,514,141	1,818,281	1,836,464
Subtotal Expenses	\$ 1,514,141	\$ 1,818,281	\$ 1,836,464
Designations	1,316,062	0	0
Total Uses	\$ 2,830,203	\$ 1,818,281	\$ 1,836,464



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

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

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

Internal Service Fund-PL and PD Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5300 Charges for Services	5,823,913	4,150,255	4,918,146
6050 Reimbursement from Other Agencies	1	0	0
6200 Interest Income	239,434	797,133	799,478
6300 Other Non-operating Revenue	176,627	125,000	0
Subtotal Revenues	\$ 6,239,975	\$ 5,072,388	\$ 5,717,624
Total Sources	\$ 6,239,975	\$ 5,072,388	\$ 5,717,624
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7400 Overhead Allocation	189,425	226,218	232,291
7500 Professional Services	802,477	764,670	789,000
7540 Insurance Claims/Premiums	4,670,269	4,081,500	4,696,333
7800 Contributions to Other Agencies	39,070	0	0
Subtotal Expenses	\$ 5,701,241	\$ 5,072,388	\$ 5,717,624
Designations	538,734	0	0
Total Uses	\$ 6,239,975	\$ 5,072,388	\$ 5,717,624

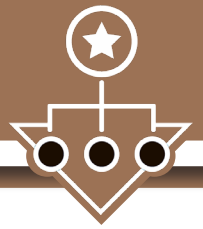


Administration

ISF - Workers' Compensation Fund

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

Internal Service Fund-Workers' Compensation Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
5300 Charges for Services	7,677,029	6,913,733	5,895,382
6200 Interest Income	500,410	819,920	1,040,254
6300 Other Non-operating Revenue	10,655	0	0
Subtotal Revenues	\$ 8,188,094	\$ 7,733,653	\$ 6,935,636
Total Sources	\$ 8,188,094	\$ 7,733,653	\$ 6,935,636
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7400 Overhead Allocation	108,903	366,533	328,636
7500 Professional Services	25,030	276,120	277,000
7540 Insurance Claims/Premiums	3,737,630	6,791,000	6,030,000
7800 Contributions to Other Agencies	206,560	300,000	300,000
Subtotal Expenses	\$ 4,078,123	\$ 7,733,653	\$ 6,935,636
Designations	4,109,971	0	0
Total Uses	\$ 8,188,094	\$ 7,733,653	\$ 6,935,636



Scholarship Fund

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

Scholarship Fund Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6200 Interest Income	201	878	340
6300 Other Non-operating Revenue	20,385	19,200	20,000
Subtotal Revenues	\$ 20,586	\$ 20,078	\$ 20,340
Total Sources	\$ 20,586	\$ 20,078	\$ 20,340
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7500 Professional Services	8	0	0
7800 Contributions to Other Agencies	20,525	20,078	20,340
Subtotal Expenses	\$ 20,533	\$ 20,078	\$ 20,340
Designations	53	0	0
Total Uses	\$ 20,586	\$ 20,078	\$ 20,340



Administration

Orange County Unified Transportation Trust (OCUTT) Fund

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

Orange County Unified Transportation Trust Sources & Uses			
Sources Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
6200 Interest Income	203,692	282,968	93,986
Subtotal Revenues	\$ 203,692	\$ 282,968	\$ 93,986
Use of Prior Year Designations	0	950,022	1,041,014
Total Sources	\$ 203,692	\$ 1,232,990	\$ 1,135,000
Uses Summary			
Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
7500 Professional Services	6,736	932,990	920,000
7800 Contributions to Other Agencies	0	300,000	215,000
Subtotal Expenses	\$ 6,736	\$ 1,232,990	\$ 1,135,000
Designations	196,956	0	0
Total Uses	\$ 203,692	\$ 1,232,990	\$ 1,135,000

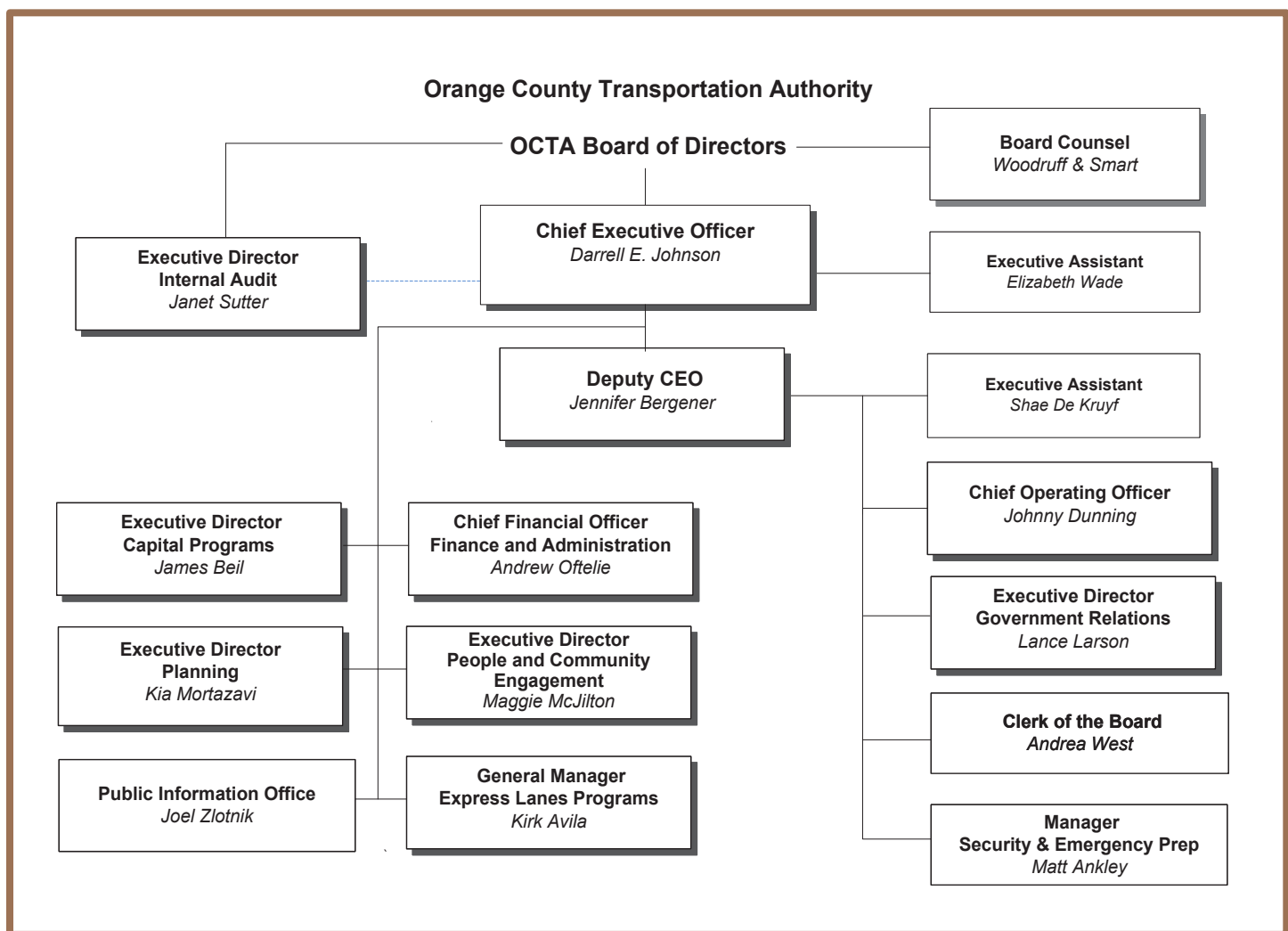


Executive Office Division

The Executive Office Division is comprised of six departments and is responsible for providing management direction to all divisions. It also ensures to accurately record and preserve OCTA’s official and historical records as well as examine and evaluate financial, administrative, operational activities, and controls.

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

Executive Office Division Organizational Chart





Executive Office

Executive Office Division Staffing

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Office - CEO</u>			
Chief Executive Officer	1.00	1.00	1.00
Deputy Executive Officer	1.00	1.00	1.00
Executive Assistant	3.00	3.00	3.00
Executive Office - CEO	5.00	5.00	5.00
<u>Internal Audit</u>			
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Internal Auditor	3.00	3.00	3.00
Section/Department Manager	1.00	1.00	1.00
Internal Audit	6.00	6.00	6.00
<u>Express Lanes and Motorist Services</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Financial Analyst	1.00	1.00	1.00
IS Project Manager	2.00	2.00	2.00
Project Manager	2.00	2.00	2.00
Express Lanes and Motorist Services	10.00	10.00	10.00
<u>Public Information Office</u>			
Communications Specialist	3.00	3.00	3.00
Department/Program Manager	1.00	1.00	1.00
Public Information Office	4.00	4.00	4.00
<u>Clerk of the Board</u>			
Clerk of the Board Specialist	3.00	2.00	2.00
Department/Program Manager	1.00	1.00	1.00
Government Relations Representative	0.00	1.00	1.00
Section/Department Manager	1.00	1.00	1.00
Clerk of the Board	5.00	5.00	5.00
<u>Security and Emergency Preparedness</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Project Manager	2.00	2.00	2.00
Section/Department Manager	1.00	1.00	1.00
Security Systems Administrator	0.00	1.00	1.00
Systems Software Analyst	1.00	1.00	1.00
Security and Emergency Preparedness	6.00	7.00	7.00
Total Executive Office	36.00	37.00	37.00



Executive Office Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,188,487	4,650,258	4,750,817
7150 Extra Help Employees	89,561	139,100	143,600
7209 Deferred Compensation	182,807	144,277	142,395
7210 Pensions	1,454,511	1,550,485	1,685,041
7220 Insurances	105,700	123,544	126,672
7240 Health Care	721,308	739,644	823,446
7260 Compensated Absences	469,910	595,062	631,947
7270 Workers' Compensation	105,512	143,662	69,329
7280 Other Benefits	345,406	394,982	429,485
Subtotal Salaries and Benefits	\$ 7,663,202	\$ 8,481,014	\$ 8,802,732
<u>Services and Supplies</u>			
7510 Professional Services	129,922	1,127,088	686,500
7610 Outside Services	8,746,074	10,012,979	11,121,252
7630 Advertising Fees	0	50,000	50,000
7650 Travel, Training, and Mileage	78,156	61,531	69,416
7660 Office Expense	9,099	25,250	25,250
7670 Miscellaneous Expense	328,376	581,986	581,241
7750 Maintenance Expense	18,235	12,418	18,164
7790 Other Materials and Supplies	55,479	28,000	35,000
Subtotal Services and Supplies	\$ 9,365,341	\$ 11,899,252	\$ 12,586,823
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	33,656	36,000	654,500
Subtotal Capital Expenditure	\$ 33,656	\$ 36,000	\$ 654,500
Total Uses	\$ 17,062,199	\$ 20,416,266	\$ 22,044,055



Executive Office

Executive Office - CEO

The CEO is responsible for providing management direction to all divisions and programs within OCTA while 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.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Office - CEO			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	933,968	926,906	956,448
7209 Deferred Compensation	69,834	28,709	28,723
7210 Pensions	298,263	310,949	342,445
7220 Insurances	22,012	24,583	25,551
7240 Health Care	104,693	111,203	124,493
7260 Compensated Absences	99,882	118,406	127,468
7270 Workers' Compensation	22,964	69,441	9,368
7280 Other Benefits	75,287	91,077	95,165
Subtotal Salaries and Benefits	\$ 1,626,903	\$ 1,681,274	\$ 1,709,661
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	16,961	18,068	18,068
7660 Office Expense	1,008	4,000	4,000
7670 Miscellaneous Expense	308,228	340,386	344,151
Subtotal Services and Supplies	\$ 326,197	\$ 362,454	\$ 366,219
Executive Office - CEO Total	\$ 1,953,100	\$ 2,043,728	\$ 2,075,880



Internal Audit

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Internal Audit			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	822,902	829,179	857,050
7209 Deferred Compensation	31,635	25,714	25,689
7210 Pensions	303,881	276,250	303,874
7220 Insurances	19,970	22,019	22,854
7240 Health Care	109,965	109,667	122,706
7260 Compensated Absences	109,936	106,061	114,010
7270 Workers' Compensation	20,896	13,916	11,242
7280 Other Benefits	67,469	73,081	79,343
Subtotal Salaries and Benefits	\$ 1,486,654	\$ 1,455,887	\$ 1,536,768
<u>Services and Supplies</u>			
7510 Professional Services	87,775	810,588	370,000
7650 Travel, Training, and Mileage	9,508	7,894	8,262
7660 Office Expense	204	1,000	1,000
7670 Miscellaneous Expense	2,539	3,225	3,390
Subtotal Services and Supplies	\$ 100,026	\$ 822,707	\$ 382,652
Internal Audit Total	\$ 1,586,680	\$ 2,278,594	\$ 1,919,420



Executive Office

Express Lanes and Motorist Services

The Express Lanes Department oversees the operations of the 91 Express Lanes, the 405 Express Lanes, and Motorist Services which includes the SAFE. It oversees all aspects of OCTA's toll road franchise from contracted operations and maintenance to customer service, violations processing, marketing, budgeting, and reporting. Staff also provide Express Lanes policy recommendations for OCTA Board consideration and serves as the key liaison with the State Route 91 Advisory Committee.

Motorist Services plans, directs, and administers services included in SAFE. SAFE operates the FSP Program, the Freeway Call Box system, and the Southern California 511 motorist aid traveler information system. For these programs, the Motorist Services Department personnel ensure that management, operational controls, and resources are in place to implement these programs effectively and efficiently.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Express Lanes and Motorist Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,079,529	1,208,801	1,258,537
7209 Deferred Compensation	42,280	37,484	37,568
7210 Pensions	378,355	401,352	442,985
7220 Insurances	27,205	32,101	33,421
7240 Health Care	172,684	219,696	190,813
7260 Compensated Absences	100,777	154,600	166,730
7270 Workers' Compensation	26,889	23,194	18,741
7280 Other Benefits	117,498	102,024	113,079
Subtotal Salaries and Benefits	\$ 1,945,217	\$ 2,179,252	\$ 2,261,874
<u>Services and Supplies</u>			
7310 Contract Transportation	5,773,861	20,448,487	23,365,229
7410 Administrative Services	6,929,357	10,087,670	10,041,313
7510 Professional Services	5,531,037	12,604,818	10,323,550
7540 Insurance Claims Expense	542,936	1,600,000	1,285,000
7610 Outside Services	10,319,094	16,311,855	18,300,334
7630 Advertising Fees	615	0	0
7640 Utilities	188,482	363,500	452,300
7650 Travel, Training, and Mileage	31,217	83,760	57,578
7660 Office Expense	-88,104	677,500	246,500
7670 Miscellaneous Expense	-1,191,913	158,950	164,450
7690 Leases	103,473	1,185,000	1,110,000
7780 General Equipment/Structures	0	861,250	325,000
7790 Other Materials and Supplies	14,515	35,500	57,500
7830 Contributions to Other Agencies	0	150,000	0
8110 Debt Service	-2,284,284	22,890,419	20,406,648
8210 Operating Transfers Out	12,014,193	31,305,112	55,039,564
Subtotal Services and Supplies	\$ 37,884,479	\$ 118,763,821	\$ 141,174,966
<u>Capital Expenditure</u>			
7410 Administrative Services	-317,343	0	0
7510 Professional Services	-1,553,610	0	0
9010 Work In Process	31,728,463	27,494,495	12,373,292
9020 Capital Expenditure-Locally Funded	7,438,502	22,253,780	10,142,444
Subtotal Capital Expenditure	\$ 37,296,012	\$ 49,748,275	\$ 22,515,736
Express Lanes and Motorist Services Total	\$ 77,125,708	\$ 170,691,348	\$ 165,952,576



Public Information Office

The Public Information Office develops public information programs related to the various projects and services which OCTA delivers. Staff works strategically and creatively to gain consistent, clear media coverage of OCTA’s policies, programs, promotions, and services. In addition to issuing news releases, staff also works on updating online media communications, and

fulfilling media requests for information. Staff regularly files press releases, organizes media briefings and roundtables, arranges tours, and schedules interview and filming sessions. The Public Information Office is responsible for OCTA speaker’s bureau and corporate communications such as annual reports, Board briefing books, and fact sheets.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Public Information Office			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	516,503	497,297	514,887
7150 Extra Help Employees	15,632	45,600	24,600
7209 Deferred Compensation	23,192	15,453	15,463
7210 Pensions	181,698	165,981	181,986
7220 Insurances	12,755	13,230	13,755
7240 Health Care	28,191	33,062	55,209
7260 Compensated Absences	51,282	63,734	68,622
7270 Workers' Compensation	12,804	9,278	7,493
7280 Other Benefits	37,253	38,004	42,341
Subtotal Salaries and Benefits	\$ 879,310	\$ 881,639	\$ 924,356
<u>Services and Supplies</u>			
7510 Professional Services	47,767	7,500	7,500
7610 Outside Services	37,645	50,000	50,000
7630 Advertising Fees	0	50,000	50,000
7650 Travel, Training, and Mileage	11,056	2,824	4,774
7660 Office Expense	1,042	6,500	6,500
7670 Miscellaneous Expense	11,279	52,915	18,415
Subtotal Services and Supplies	\$ 108,789	\$ 169,739	\$ 137,189
Public Information Office Total	\$ 988,099	\$ 1,051,378	\$ 1,061,545



Executive Office

Clerk of the Board

The Clerk of the Board oversees the accurate recording and preserving of OCTA's official and historical records, in addition to providing them to the public upon request. The department is responsible for the entire Board and Committee agenda process, including: preparation and distribution of agendas, ensuring

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Clerk of the Board			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	282,263	470,278	450,804
7150 Extra Help Employees	73,929	93,500	95,000
7209 Deferred Compensation	4,820	14,614	13,538
7210 Pensions	104,975	158,849	162,089
7220 Insurances	10,228	12,513	12,043
7240 Health Care	198,654	120,727	151,106
7260 Compensated Absences	49,618	60,270	60,081
7270 Workers' Compensation	8,760	11,597	9,368
7280 Other Benefits	17,296	35,940	39,018
Subtotal Salaries and Benefits	\$ 750,543	\$ 978,288	\$ 993,047
<u>Services and Supplies</u>			
7510 Professional Services	12,150	0	0
7610 Outside Services	10,096	25,300	25,300
7650 Travel, Training, and Mileage	12,934	16,249	18,287
7660 Office Expense	4,038	10,250	10,250
7670 Miscellaneous Expense	3,921	180,325	184,600
Subtotal Services and Supplies	\$ 43,139	\$ 232,124	\$ 238,437
Clerk of the Board Total	\$ 793,682	\$ 1,210,412	\$ 1,231,484



Security and Emergency Preparedness

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

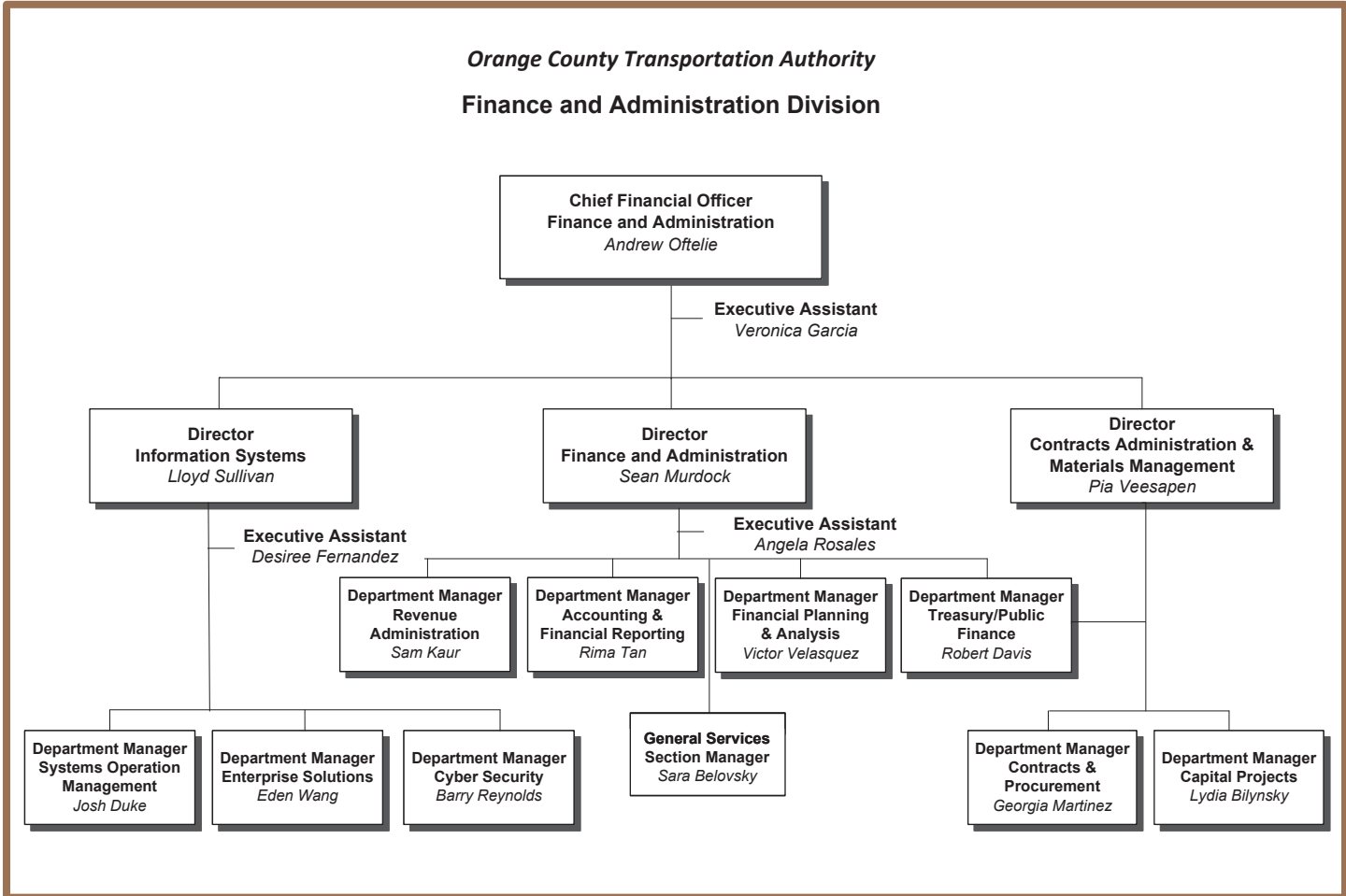
with the Orange County Sheriff’s Department (OCSD) for Transit Police services. Under this contract, the OCSD provides security and law enforcement services for OCTA’s bus operations, OCTA-owned transit and operating facilities, OCTA-owned railroad right-of-way, and security at OCTA Board meetings. The department encompasses all OCTA actions to prepare for, respond to, and recover from disasters.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Security and Emergency Preparedness			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	553,322	717,797	713,091
7150 Extra Help Employees	0	0	24,000
7209 Deferred Compensation	11,046	22,303	21,414
7210 Pensions	187,339	237,104	251,662
7220 Insurances	13,530	19,098	19,048
7240 Health Care	107,121	145,289	179,119
7260 Compensated Absences	58,415	91,991	95,036
7270 Workers' Compensation	13,199	16,236	13,117
7280 Other Benefits	30,603	54,856	60,539
Subtotal Salaries and Benefits	\$ 974,575	\$ 1,304,674	\$ 1,377,026
<u>Services and Supplies</u>			
7510 Professional Services	-17,770	309,000	309,000
7610 Outside Services	8,698,333	9,937,679	11,045,952
7650 Travel, Training, and Mileage	18,349	14,486	14,897
7660 Office Expense	2,807	3,500	3,500
7670 Miscellaneous Expense	2,409	5,135	30,685
7750 Maintenance Expense	18,235	12,418	18,164
7790 Other Materials and Supplies	55,479	28,000	35,000
Subtotal Services and Supplies	\$ 8,777,842	\$ 10,310,218	\$ 11,457,198
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	33,656	36,000	654,500
Subtotal Capital Expenditure	\$ 33,656	\$ 36,000	\$ 654,500
Security and Emergency Preparedness Total	\$ 9,786,073	\$ 11,650,892	\$ 13,488,724



Finance and Administration

Finance and Administration Division Organizational Chart



Finance and Administration Division

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

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



Finance and Administration Staffing

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Chief Financial Officer</u>			
Chief Financial Officer	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Chief Financial Officer	4.00	4.00	4.00
<u>Accounting and Financial Reporting</u>			
Accountant	5.00	6.00	6.00
Accounting Specialist	9.00	9.00	9.00
Business Systems Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	5.00	5.00	5.00
Accounting and Financial Reporting	21.00	22.00	22.00
<u>Financial Planning and Analysis</u>			
Business Systems Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	8.00	8.00	8.00
Section/Department Manager	3.00	3.00	3.00
Financial Planning and Analysis	13.00	13.00	13.00
<u>Revenue Administration</u>			
Department/Program Manager	1.00	1.00	1.00
Financial Analyst	5.00	5.00	5.00
Revenue Administrator	0.00	1.00	1.00
Section/Department Manager	2.00	2.00	2.00
Revenue Administration	8.00	9.00	9.00
<u>Contracts Administration and Materials Management</u>			
Business Systems Analyst	1.00	1.00	1.00
Contract Administrator	20.00	20.00	20.00
Contracts Analyst	0.00	1.00	1.00
DBE Specialist	1.00	1.00	1.00
Department/Program Manager	2.00	2.00	2.00
Director	1.00	1.00	1.00
Executive Assistant	2.00	2.00	2.00
Inventory Analyst	1.00	1.00	1.00
Materials Management Planner	1.00	1.00	1.00
Section Supervisor	3.00	3.00	3.00
Section/Department Manager	5.00	5.00	5.00
Warranty Coordinator	2.00	2.00	2.00
Equipment Parts Clerk	18.00	18.00	18.00
Stockroom Clerk	2.00	2.00	2.00
Contracts Administration and Materials Management	59.00	60.00	60.00

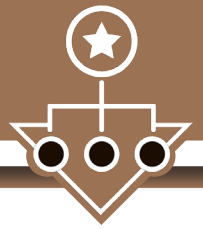
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Finance and Administration

Finance and Administration Staffing, continued

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Information Systems</u>			
Applications Analyst	6.00	6.00	6.00
Business Computing Solutions Specialist	3.00	3.00	2.00
Cyber Security Compliance Analyst	1.00	1.00	1.00
Cyber Security Engineer	2.00	2.00	2.00
Cyber Security Intrusion Analyst	1.00	1.00	1.00
Cyber Security Risk Analyst	1.00	1.00	1.00
Data Warehouse Architect	3.00	3.00	3.00
Database Administrator	1.00	1.00	1.00
Department/Program Manager	3.00	3.00	3.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Help Desk Technician	3.00	3.00	3.00
Information Systems Architect	0.00	0.00	1.00
IS Project Manager	3.00	3.00	4.00
Network Administrator	1.00	2.00	2.00
Network Analyst	1.00	1.00	1.00
Programmer Analyst	1.00	1.00	0.00
Section/Department Manager	5.00	5.00	5.00
Systems Engineer	0.00	3.00	4.00
Systems Software Analyst	3.00	1.00	0.00
Telecommunications	1.00	1.00	1.00
Information Systems	41.00	43.00	43.00
<u>General Services</u>			
Digital Reprographic Specialist	3.00	3.00	3.00
Executive Assistant	11.50	12.00	12.00
Pass Sales Coordinator	1.00	1.00	1.00
Records Administrator	1.00	1.00	1.00
Section Supervisor	2.00	2.00	1.00
Section/Department Manager	3.00	3.00	4.00
General Services	21.50	22.00	22.00
<u>Treasury Department</u>			
Department/Program Manager	1.00	1.00	1.00
Deputy Treasurer	1.00	1.00	1.00
Treasury Department	2.00	2.00	2.00
Total Finance and Administration	169.50	175.00	175.00



Finance and Administration Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	15,741,891	17,496,175	18,000,828
7150 Extra Help Employees	120,793	111,000	117,600
7209 Deferred Compensation	399,480	528,793	525,071
7210 Pensions	5,578,277	5,776,983	6,313,792
7220 Insurances	393,072	459,193	472,144
7240 Health Care	2,628,033	3,166,241	3,553,986
7260 Compensated Absences	1,992,676	2,295,725	2,425,656
7270 Workers' Compensation	396,695	359,508	311,492
7280 Other Benefits	1,302,206	1,350,315	1,497,798
Subtotal Salaries and Benefits	\$ 28,553,123	\$ 31,543,933	\$ 33,218,367
<u>Services and Supplies</u>			
7510 Professional Services	7,541,682	10,516,722	12,140,890
7540 Insurance Claims Expense	379	0	0
7610 Outside Services	8,763,382	10,473,971	12,474,425
7630 Advertising Fees	87,437	82,000	90,800
7640 Utilities	3,660,068	4,127,156	4,098,912
7650 Travel, Training, and Mileage	168,456	148,371	186,122
7660 Office Expense	1,691,159	2,871,825	12,733,962
7670 Miscellaneous Expense	178,451	215,332	248,152
7690 Leases	4,804,850	5,335,803	5,461,642
7750 Maintenance Expense	-536,666	402,000	402,000
7780 General Equipment/Structures	2,969	0	0
7790 Other Materials and Supplies	38,672	42,000	42,000
7820 Taxes	8,633	15,000	15,000
7830 Contributions to Other Agencies	13,598	0	0
8110 Debt Service	-434,995	0	0
Subtotal Services and Supplies	\$ 25,988,075	\$ 34,230,180	\$ 47,893,905
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	8,087,432	39,728,903	13,990,212
Subtotal Capital Expenditure	\$ 8,087,432	\$ 39,728,903	\$ 13,990,212
Total Uses	\$ 62,628,630	\$ 105,503,016	\$ 95,102,484



Finance and Administration

Chief Financial Officer, F&A

The Chief Financial Officer provides general oversight and management of the division. The department is responsible for initiating division-wide policy directives and the attainment of goals and objectives.

The department undertakes all F&A personnel actions and ensures compliance with personnel related policies and procedures.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Chief Financial Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	693,400	672,507	693,719
7209 Deferred Compensation	35,483	20,896	20,833
7210 Pensions	252,367	227,905	250,054
7220 Insurances	16,656	17,893	18,533
7240 Health Care	82,683	82,617	92,523
7260 Compensated Absences	70,732	86,188	92,454
7270 Workers' Compensation	17,869	9,278	7,493
7280 Other Benefits	92,872	71,064	74,914
Subtotal Salaries and Benefits	\$ 1,262,062	\$ 1,188,348	\$ 1,250,523
<u>Services and Supplies</u>			
7510 Professional Services	1,885,465	2,250,000	1,380,000
7650 Travel, Training, and Mileage	6,835	6,290	6,296
7660 Office Expense	825	2,000	2,000
7670 Miscellaneous Expense	32,432	37,020	39,170
7830 Contributions to Other Agencies	13,598	0	0
Subtotal Services and Supplies	\$ 1,939,155	\$ 2,295,310	\$ 1,427,466
Chief Financial Officer Total	\$ 3,201,217	\$ 3,483,658	\$ 2,677,989



Accounting and Financial Reporting

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Accounting and Financial Reporting			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,695,590	2,061,971	2,101,113
7150 Extra Help Employees	11,213	10,800	12,000
7209 Deferred Compensation	36,140	63,481	62,345
7210 Pensions	583,673	675,306	730,586
7220 Insurances	43,750	54,355	55,460
7240 Health Care	269,322	373,954	420,685
7260 Compensated Absences	180,784	261,825	276,689
7270 Workers' Compensation	41,772	51,027	41,226
7280 Other Benefits	114,729	156,325	178,561
Subtotal Salaries and Benefits	\$ 2,976,973	\$ 3,709,044	\$ 3,878,665
<u>Services and Supplies</u>			
7510 Professional Services	410	32,900	110,700
7610 Outside Services	50,828	90,200	133,000
7630 Advertising Fees	0	2,000	3,000
7650 Travel, Training, and Mileage	15,600	12,015	12,232
7660 Office Expense	9,542	31,900	44,400
7670 Miscellaneous Expense	7,969	13,240	14,810
Subtotal Services and Supplies	\$ 84,349	\$ 182,255	\$ 318,142
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	2,320	7,500	7,500
Subtotal Capital Expenditure	\$ 2,320	\$ 7,500	\$ 7,500
Accounting and Financial Reporting Total	\$ 3,063,642	\$ 3,898,799	\$ 4,204,307



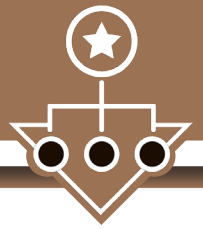
Finance and Administration

Financial Planning and Analysis

The Financial Planning and Analysis Department is responsible for developing and maintaining the financial plans of OCTA. These plans include the annual budget, Comprehensive Business Plan, and fixed-asset replacement planning. The department is also respon-

sible for conducting various fiscal studies, monitoring expenditures, reporting budget variances, overseeing bus transit contracts, and verifying budget authority for requisitions.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Financial Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,198,279	1,276,418	1,313,542
7150 Extra Help Employees	9,322	11,400	24,000
7209 Deferred Compensation	26,118	39,524	39,412
7210 Pensions	411,870	420,572	462,418
7220 Insurances	30,369	33,843	35,063
7240 Health Care	143,790	173,880	200,510
7260 Compensated Absences	142,068	163,005	174,910
7270 Workers' Compensation	29,211	30,152	24,360
7280 Other Benefits	85,203	97,202	111,571
Subtotal Salaries and Benefits	\$ 2,076,230	\$ 2,245,996	\$ 2,385,786
<u>Services and Supplies</u>			
7510 Professional Services	251,425	263,333	273,000
7650 Travel, Training, and Mileage	5,622	5,819	5,819
7660 Office Expense	46,535	6,500	208,294
7670 Miscellaneous Expense	337	600	400
Subtotal Services and Supplies	\$ 303,919	\$ 276,252	\$ 487,513
Financial Planning and Analysis Total	\$ 2,380,149	\$ 2,522,248	\$ 2,873,299



Revenue Administration

The Revenue Administration Department is tasked with the management and administration of all federal and state grants from the point of grant award through the close-out process. The department ensures accurate and timely receipt of all grant funds and certifies that OCTA meets all federal and state compliance re-

quirements. In addition, this department is responsible for all revenue administration, including fare policy and adjustments, fare stabilization revenue, administration of the Transportation Development Act, and local sales tax revenue administration.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Revenue Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	817,207	966,528	967,413
7150 Extra Help Employees	18,422	0	0
7209 Deferred Compensation	24,142	30,033	29,051
7210 Pensions	287,681	319,269	340,194
7220 Insurances	20,646	25,715	25,842
7240 Health Care	110,866	148,460	159,287
7260 Compensated Absences	101,942	123,868	128,930
7270 Workers' Compensation	20,217	20,875	16,867
7280 Other Benefits	49,600	73,862	81,483
Subtotal Salaries and Benefits	\$ 1,450,723	\$ 1,708,610	\$ 1,749,067
<u>Services and Supplies</u>			
7510 Professional Services	415,851	282,223	628,903
7610 Outside Services	291,724	124,212	406,009
7650 Travel, Training, and Mileage	23,199	7,445	9,173
7660 Office Expense	439	4,500	4,500
7670 Miscellaneous Expense	0	1,000	1,000
Subtotal Services and Supplies	\$ 731,213	\$ 419,380	\$ 1,049,585
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	20,233,200	13,202,712
Subtotal Capital Expenditure	\$ 0	\$ 20,233,200	\$ 13,202,712
Revenue Administration Total	\$ 2,181,936	\$ 22,361,190	\$ 16,001,364



Finance and Administration

Contracts Administration and Materials Management (CAMM)

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

including the preparation of solicitation documents, conducting pre-proposal meetings, chairing vendor evaluation meetings, negotiating contract terms and conditions, and administering the contractual aspects of the project through completion.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Contracts Administration and Materials Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,436,921	5,206,768	5,439,213
7150 Extra Help Employees	53,985	55,800	58,800
7209 Deferred Compensation	110,683	148,339	149,136
7210 Pensions	1,593,240	1,721,749	1,900,187
7220 Insurances	108,594	133,424	137,717
7240 Health Care	870,466	1,064,849	1,222,775
7260 Compensated Absences	628,908	726,559	757,275
7270 Workers' Compensation	112,411	92,777	95,989
7280 Other Benefits	314,411	384,929	415,577
Subtotal Salaries and Benefits	\$ 8,229,619	\$ 9,535,194	\$ 10,176,669
<u>Services and Supplies</u>			
7510 Professional Services	276,476	358,000	440,790
7540 Insurance Claims Expense	379	0	0
7610 Outside Services	134,750	198,700	423,700
7630 Advertising Fees	83,773	75,000	82,500
7650 Travel, Training, and Mileage	1,432	23,737	23,842
7660 Office Expense	5,268	18,700	518,700
7670 Miscellaneous Expense	88,037	95,432	96,127
7750 Maintenance Expense	-540,851	400,000	400,000
7790 Other Materials and Supplies	7,452	2,000	2,000
Subtotal Services and Supplies	\$ 56,716	\$ 1,171,569	\$ 1,987,659
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	250,000	250,000
Subtotal Capital Expenditure	\$ 0	\$ 250,000	\$ 250,000
Contracts Administration and Materials Management Total	\$ 8,286,335	\$ 10,956,763	\$ 12,414,328



Information Systems

The IS Department manages the effective and secure delivery of computing and communication solutions to all OCTA business units. The department is responsible for providing reliable computing, systems and business support, business intelligence/analytics, cybersecurity,

and technology training. The department is also responsible for OCTA’s Innovation Office which researches and deploys innovative ideas and technologies in the transportation industry.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Information Systems			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	5,211,547	5,518,173	5,584,094
7150 Extra Help Employees	27,851	33,000	22,800
7209 Deferred Compensation	122,439	171,310	167,546
7210 Pensions	1,842,907	1,825,255	1,965,820
7220 Insurances	130,359	146,690	149,047
7240 Health Care	706,191	814,114	925,162
7260 Compensated Absences	631,145	706,563	743,548
7270 Workers' Compensation	132,789	99,733	80,576
7280 Other Benefits	521,672	431,152	468,179
Subtotal Salaries and Benefits	\$ 9,326,900	\$ 9,745,990	\$ 10,106,772
<u>Services and Supplies</u>			
7510 Professional Services	4,631,300	7,255,266	9,232,497
7610 Outside Services	7,938,406	9,177,679	10,596,761
7640 Utilities	1,010,810	1,405,200	1,115,060
7650 Travel, Training, and Mileage	91,392	70,781	105,301
7660 Office Expense	915,064	1,722,921	10,729,914
7670 Miscellaneous Expense	2,884	4,800	8,800
7750 Maintenance Expense	4,185	2,000	2,000
7780 General Equipment/Structures	2,969	0	0
7790 Other Materials and Supplies	2,266	0	0
7820 Taxes	8,633	15,000	15,000
8110 Debt Service	-477	0	0
Subtotal Services and Supplies	\$ 14,607,432	\$ 19,653,647	\$ 31,805,333
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	3,551,287	19,178,203	400,000
Subtotal Capital Expenditure	\$ 3,551,287	\$ 19,178,203	\$ 400,000
Information Systems Total	\$ 27,485,619	\$ 48,577,840	\$ 42,312,105



Finance and Administration

General Services

General Services provides a variety of support services to OCTA, including all matters relating to lease agreements, office renovations, furniture assignment and upkeep, and communication between property

management and OCTA. In addition, the department oversees records management, mail services, reprographics, OCTA Store, Lost and Found, and OCTA's receptionist staff.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
General Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,388,551	1,487,941	1,581,679
7209 Deferred Compensation	33,329	45,705	47,136
7210 Pensions	500,042	485,891	551,985
7220 Insurances	36,023	39,135	41,933
7240 Health Care	398,760	457,117	477,468
7260 Compensated Absences	208,094	188,517	209,195
7270 Workers' Compensation	35,068	51,027	41,232
7280 Other Benefits	101,054	112,407	141,826
Subtotal Salaries and Benefits	\$ 2,700,921	\$ 2,867,740	\$ 3,092,454
<u>Services and Supplies</u>			
7510 Professional Services	6,353	0	0
7610 Outside Services	347,674	883,180	914,955
7630 Advertising Fees	3,664	5,000	5,300
7640 Utilities	2,649,258	2,721,956	2,983,852
7650 Travel, Training, and Mileage	12,920	17,670	18,240
7660 Office Expense	535,465	816,604	984,454
7670 Miscellaneous Expense	11,122	22,090	26,395
7690 Leases	4,804,850	5,335,803	5,461,642
7790 Other Materials and Supplies	28,954	40,000	40,000
8110 Debt Service	-434,518	0	0
Subtotal Services and Supplies	\$ 7,965,742	\$ 9,842,303	\$ 10,434,838
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	4,533,825	60,000	130,000
Subtotal Capital Expenditure	\$ 4,533,825	\$ 60,000	\$ 130,000
General Services Total	\$ 15,200,488	\$ 12,770,043	\$ 13,657,292



Treasury

The Treasury Department is responsible for OCTA's investment portfolio and debt obligations. The department also manages OCTA's cash flow requirements, oversees and directs the investment of cash assets, monitors the performance of investment managers, supervises the investment components of the defined

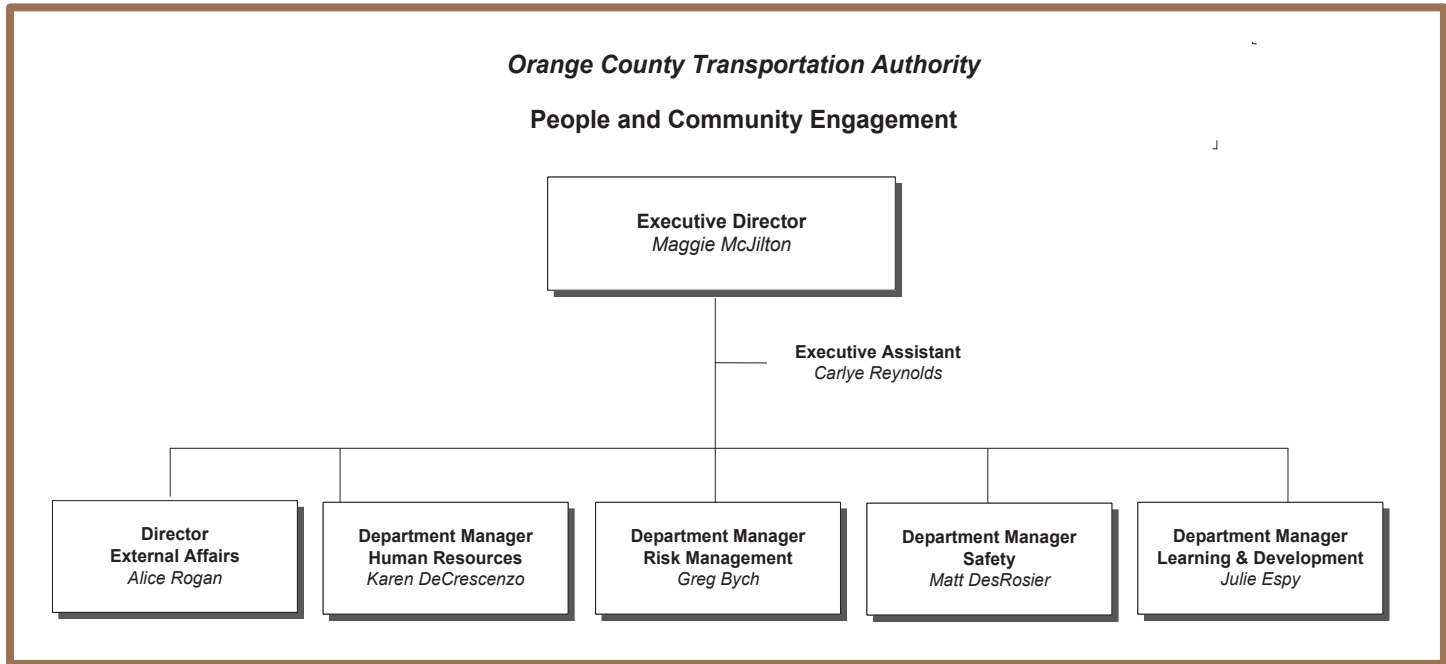
contribution programs, and develops financing strategies to support operational goals and capital programs/acquisitions. The department also works closely with bond-rating agencies to maintain OCTA's strong credit ratings and to ensure that OCTA is well received by the investment community.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Treasury Department			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	300,396	305,869	320,055
7209 Deferred Compensation	11,146	9,505	9,612
7210 Pensions	106,497	101,036	112,548
7220 Insurances	6,675	8,138	8,549
7240 Health Care	45,955	51,250	55,576
7260 Compensated Absences	29,003	39,200	42,655
7270 Workers' Compensation	7,358	4,639	3,749
7280 Other Benefits	22,665	23,374	25,687
Subtotal Salaries and Benefits	\$ 529,695	\$ 543,011	\$ 578,431
<u>Services and Supplies</u>			
7510 Professional Services	74,402	75,000	75,000
7650 Travel, Training, and Mileage	11,456	4,614	5,219
7660 Office Expense	178,021	268,700	241,700
7670 Miscellaneous Expense	35,670	41,150	61,450
Subtotal Services and Supplies	\$ 299,549	\$ 389,464	\$ 383,369
Treasury Department Total	\$ 829,244	\$ 932,475	\$ 961,800



People and Community Engagement

People and Community Engagement Organizational Chart



People and Community Engagement Division (PACE)

The PACE Division supports OCTA’s goals and objectives by contributing to the development and welfare of its employees by implementing long-term strategic planning and partnership. The PACE Division carries the responsibility for OCTA’s functions in relation to employment compensation and benefits, risk management, training, labor, employee relations, health, safety, environmental compliance, management services, internal communications, and organizational development.

The PACE Division is responsible for providing overall management and strategic direction for the external affairs for OCTA. That includes promotion, outreach, marketing, and customer engagement for all OCTA’s projects, programs, and services. In addition, this division oversees all customer-facing programs of public or promotional outreach.



People and Community Engagement Staffing

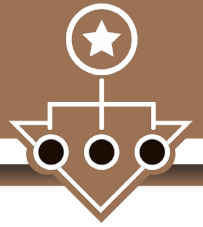
Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Director, PACE</u>			
Communications Specialist	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Executive Director, PACE	3.00	3.00	3.00
<u>Human Resources</u>			
Benefit Analyst	3.00	3.00	3.00
Business Systems Analyst	1.00	1.00	1.00
Compensation Analyst	3.00	2.00	2.00
Department/Program Manager	2.00	2.00	2.00
Employee Programs	0.00	0.00	1.00
Employee Relations Representative	1.00	2.00	2.00
Executive Assistant	2.00	1.00	1.00
Human Resources Representative	7.00	7.00	7.00
Section Supervisor	1.00	1.00	0.00
Section/Department Manager	4.00	4.00	4.00
Talent Acquisition Specialist	2.00	3.00	3.00
Wellness Coordinator	1.00	1.00	1.00
Human Resources	27.00	27.00	27.00
<u>Learning and Development</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Learning and Development Specialist	3.00	3.00	3.00
Learning and Development	5.00	5.00	5.00
<u>Risk Management</u>			
Business Unit Analyst	0.00	1.00	1.00
Claims Representative	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	3.00	2.00	2.00
Section/Department Manager	1.00	1.00	1.00
Worker's Compensation Program Specialist	1.00	1.00	1.00
Risk Management	7.00	7.00	7.00
<u>Health, Safety, & Environmental Compliance</u>			
Department/Program Manager	2.00	2.00	2.00
Executive Assistant	1.00	1.00	1.00
Safety Specialist	7.00	7.00	7.00
Health, Safety, & Environmental Compliance	10.00	10.00	10.00



People and Community Engagement

People and Community Engagement Staffing, continued

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Director, Marketing and Public Outreach</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Marketing Specialist	1.00	1.00	1.00
Director, Marketing and Public Outreach	3.00	3.00	3.00
<u>Marketing & Customer Engagement</u>			
Creative Services Specialist	2.00	2.00	2.00
Customer Relations Representative	3.00	3.00	3.00
Department/Program Manager	2.00	2.00	2.00
Marketing Specialist	8.00	8.00	8.00
Section/Department Manager	5.00	5.00	5.00
Web Developer	1.00	1.00	1.00
Marketing & Customer Engagement	21.00	21.00	21.00
<u>Public Outreach</u>			
Community Relations Specialist	9.00	8.00	8.00
Department/Program Manager	1.00	1.00	1.00
Section/Department Manager	2.00	3.00	3.00
Public Outreach	12.00	12.00	12.00
Total PACE	88.00	88.00	88.00



People and Community Engagement Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Salaries and Benefits			
7110 Salaries-Regular Employees	7,993,796	9,060,721	9,286,727
7150 Extra Help Employees	195,327	467,550	464,400
7209 Deferred Compensation	249,242	280,700	276,422
7210 Pensions	2,809,756	3,017,750	3,271,420
7220 Insurances	211,586	240,362	245,905
7240 Health Care	1,254,927	1,512,427	1,803,096
7260 Compensated Absences	1,027,570	1,157,751	1,226,744
7270 Workers' Compensation	209,594	204,107	164,911
7280 Other Benefits	1,041,335	1,201,935	1,253,551
Subtotal Salaries and Benefits	\$ 14,993,133	\$ 17,143,303	\$ 17,993,176
Services and Supplies			
7510 Professional Services	3,931,985	6,771,290	6,847,630
7540 Insurance Claims Expense	39	0	0
7610 Outside Services	242,907	618,700	889,820
7630 Advertising Fees	110,070	373,000	488,000
7640 Utilities	1,500	0	0
7650 Travel, Training, and Mileage	173,886	111,570	138,700
7660 Office Expense	141,577	105,634	113,334
7670 Miscellaneous Expense	160,941	317,504	407,725
7790 Other Materials and Supplies	60,978	86,950	80,500
7830 Contributions to Other Agencies	26,010	43,615	63,725
Subtotal Services and Supplies	\$ 4,849,893	\$ 8,428,263	\$ 9,029,434
Capital Expenditure			
9020 Capital Expenditure-Locally Funded	58,342	18,450	43,450
Subtotal Capital Expenditure	\$ 58,342	\$ 18,450	\$ 43,450
Total Uses	\$ 19,901,368	\$ 25,590,016	\$ 27,066,060



People and Community Engagement

Executive Director, PACE

The Executive Director of PACE provides strategic initiatives in support of the operational, financial, and long-term functions of the PACE Division and OCTA. The Executive Director, in alignment with direction from the Board, aligns the divisions within OCTA for talent acquisition and management, as well as work-

force development, compliance with state and federal regulations, and risk mitigation. In addition, the executive director of PACE provides strategic direction to support the operational, and financial functions for the promotion, outreach, marketing, and customer engagement for all OCTA's projects, programs, and services.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Director, PACE			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	447,844	441,164	457,097
7150 Extra Help Employees	13,667	11,400	12,000
7209 Deferred Compensation	21,059	13,646	13,667
7210 Pensions	112,364	148,374	163,538
7220 Insurances	11,263	11,684	12,158
7240 Health Care	28,535	28,619	31,809
7260 Compensated Absences	54,470	56,282	60,651
7270 Workers' Compensation	10,757	6,958	5,624
7280 Other Benefits	47,920	43,397	46,564
Subtotal Salaries and Benefits	\$ 747,879	\$ 761,524	\$ 803,108
<u>Services and Supplies</u>			
7510 Professional Services	0	0	25,000
7650 Travel, Training, and Mileage	7,272	3,921	4,573
7660 Office Expense	7,113	16,000	16,000
7670 Miscellaneous Expense	6,898	7,845	8,340
7790 Other Materials and Supplies	109	1,000	1,000
Subtotal Services and Supplies	\$ 21,392	\$ 28,766	\$ 54,913
Executive Director, PACE Total	\$ 769,271	\$ 790,290	\$ 858,021



Human Resources

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Human Resources			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,332,111	2,639,981	2,650,725
7150 Extra Help Employees	50,911	326,800	271,800
7209 Deferred Compensation	68,128	81,876	79,301
7210 Pensions	838,401	893,049	949,832
7220 Insurances	62,414	70,108	70,549
7240 Health Care	368,329	398,870	501,313
7260 Compensated Absences	265,819	337,696	351,935
7270 Workers' Compensation	63,153	62,624	50,600
7280 Other Benefits	344,079	543,267	551,088
Subtotal Salaries and Benefits	\$ 4,393,345	\$ 5,354,271	\$ 5,477,143
<u>Services and Supplies</u>			
7510 Professional Services	958,913	1,531,400	1,556,200
7610 Outside Services	39,242	442,700	535,320
7630 Advertising Fees	64,701	153,000	253,000
7650 Travel, Training, and Mileage	22,306	23,640	25,361
7660 Office Expense	17,781	36,100	29,300
7670 Miscellaneous Expense	45,809	116,600	142,746
7790 Other Materials and Supplies	56,358	68,250	69,800
7830 Contributions to Other Agencies	0	13,615	33,725
Subtotal Services and Supplies	\$ 1,205,110	\$ 2,385,305	\$ 2,645,452
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	7,950	32,950
Subtotal Capital Expenditure	\$ 0	\$ 7,950	\$ 32,950
Human Resources Total	\$ 5,598,455	\$ 7,747,526	\$ 8,155,545



People and Community Engagement

Learning and Development

The Learning and Development Department is responsible for all learning and development activities throughout the talent management lifecycle. The department functions as an internal consultant to other divisions, providing customized training, competency assessments, professional development, and assistance

with acquiring and building training. The department also administers OCTA's Mentor, Program, Leadership Development Academy, and the Education Reimbursement Program for OCTA staff. This department retains a strategic focus by ensuring the alignment between the strategic plan and core competencies.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Learning and Development			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	488,099	491,079	518,484
7150 Extra Help Employees	32,352	21,600	11,400
7209 Deferred Compensation	17,455	15,259	15,571
7210 Pensions	175,051	163,026	182,756
7220 Insurances	12,888	13,067	13,849
7240 Health Care	83,014	82,664	111,270
7260 Compensated Absences	62,959	62,936	69,099
7270 Workers' Compensation	12,888	11,597	9,368
7280 Other Benefits	178,029	187,528	173,900
Subtotal Salaries and Benefits	\$ 1,062,735	\$ 1,048,756	\$ 1,105,697
<u>Services and Supplies</u>			
7510 Professional Services	141,260	187,800	217,000
7610 Outside Services	0	0	102,000
7650 Travel, Training, and Mileage	86,551	50,236	60,545
7660 Office Expense	94,212	2,600	2,600
7670 Miscellaneous Expense	19,364	26,440	35,440
Subtotal Services and Supplies	\$ 341,387	\$ 267,076	\$ 417,585
Learning and Development Total	\$ 1,404,122	\$ 1,315,832	\$ 1,523,282



Risk Management

The Risk Management Department is responsible for protecting OCTA’s assets and property from the adverse consequences of accidental losses. The department investigates claims, evaluates and procures all appropriate forms and limits of liability, property, and

other related insurance coverage. Additionally, the department manages OCTA’s self-insured liability, subrogation, and workers’ compensation programs. This department develops and recommends strategically focused loss control programs to reduce claims losses.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Risk Management			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	536,272	700,811	708,970
7209 Deferred Compensation	19,180	21,777	21,289
7210 Pensions	188,809	231,494	249,312
7220 Insurances	15,240	18,649	18,942
7240 Health Care	93,365	123,375	141,173
7260 Compensated Absences	84,656	89,815	94,487
7270 Workers' Compensation	14,766	16,236	13,117
7280 Other Benefits	91,996	53,558	60,242
Subtotal Salaries and Benefits	\$ 1,044,284	\$ 1,255,715	\$ 1,307,532
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,860	4,308	4,307
7670 Miscellaneous Expense	365	2,550	2,850
Subtotal Services and Supplies	\$ 2,225	\$ 6,858	\$ 7,157
Risk Management Total	\$ 1,046,509	\$ 1,262,573	\$ 1,314,689



People and Community Engagement

Health, Safety, & Environmental Compliance

The Health, Safety, and Environmental Compliance Department is responsible for ensuring OCTA is compliant with all applicable health, safety, and environmental standards, codes, and regulations. The de-

partment develops and implements authority-wide employee, fleet, and system safety programs to prevent and mitigate injuries and environmental damage.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Health, Safety, & Environmental Compliance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	973,111	1,112,143	1,167,416
7150 Extra Help Employees	15,506	11,400	12,000
7209 Deferred Compensation	20,180	34,556	34,908
7210 Pensions	333,095	367,796	409,218
7220 Insurances	24,615	29,591	31,057
7240 Health Care	150,216	178,870	194,373
7260 Compensated Absences	108,428	142,531	154,922
7270 Workers' Compensation	23,489	23,194	18,741
7280 Other Benefits	53,316	84,991	96,850
Subtotal Salaries and Benefits	\$ 1,701,956	\$ 1,985,072	\$ 2,119,485
<u>Services and Supplies</u>			
7510 Professional Services	233,631	503,010	425,350
7610 Outside Services	201,939	145,000	216,500
7650 Travel, Training, and Mileage	19,705	10,527	13,494
7660 Office Expense	617	0	0
7670 Miscellaneous Expense	60,816	97,225	97,425
7790 Other Materials and Supplies	4,027	10,700	7,700
Subtotal Services and Supplies	\$ 520,735	\$ 766,462	\$ 760,469
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	58,342	7,000	7,000
Subtotal Capital Expenditure	\$ 58,342	\$ 7,000	\$ 7,000
Health, Safety, & Environmental Compliance Total	\$ 2,281,033	\$ 2,758,534	\$ 2,886,954



Director, Marketing and Public Outreach

The Director of External Affairs oversees public outreach, diverse communities’ outreach, and marketing activities in support of all phases of capital project development, planning, and construction to support OCTA’s projects, programs, and services. The director

also oversees the coordination of OCTA’s public committees. In addition, the director establishes and provides oversight to programs that create awareness to promote usage of OCTA services including bus, local rail, 91 express lanes, and local community services.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Director, Marketing and Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	329,685	339,631	355,470
7150 Extra Help Employees	1,951	0	0
7209 Deferred Compensation	13,834	10,553	10,525
7210 Pensions	123,907	115,069	126,297
7220 Insurances	8,596	9,035	9,363
7240 Health Care	44,908	44,190	60,474
7260 Compensated Absences	50,665	43,527	46,708
7270 Workers' Compensation	8,794	6,958	5,624
7280 Other Benefits	38,411	35,790	39,017
Subtotal Salaries and Benefits	\$ 620,751	\$ 604,753	\$ 653,478
<u>Services and Supplies</u>			
7510 Professional Services	24,989	0	0
7650 Travel, Training, and Mileage	3,266	1,590	1,619
7660 Office Expense	2,690	11,434	11,434
7670 Miscellaneous Expense	2,145	4,595	4,595
Subtotal Services and Supplies	\$ 33,090	\$ 17,619	\$ 17,648
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	0	3,500	3,500
Subtotal Capital Expenditure	\$ 0	\$ 3,500	\$ 3,500
Director, Marketing and Public Outreach Total	\$ 653,841	\$ 625,872	\$ 674,626



People and Community Engagement

Marketing and Customer Engagement

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

the Accessible Transit Advisory Committee. Staff also provide technical expertise and tools to support communication and marketing goals as well as produce public information materials in support of OCTA's internal and service communication programs. In addition, staff administer OCTA's rideshare and vanpool programs, promote usage including bus, local rail, and 91 Express Lanes.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Marketing & Customer Engagement			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,706,659	2,100,322	2,122,842
7150 Extra Help Employees	30,644	36,000	98,400
7209 Deferred Compensation	53,453	64,640	62,850
7210 Pensions	607,787	688,532	739,649
7220 Insurances	45,385	55,354	55,906
7240 Health Care	304,642	380,748	460,046
7260 Compensated Absences	218,736	266,611	278,921
7270 Workers' Compensation	43,983	48,707	39,352
7280 Other Benefits	171,067	158,980	178,265
Subtotal Salaries and Benefits	\$ 3,182,356	\$ 3,799,894	\$ 4,036,231
<u>Services and Supplies</u>			
7510 Professional Services	2,152,036	3,874,080	3,529,080
7610 Outside Services	0	31,000	31,000
7630 Advertising Fees	31,580	190,000	190,000
7650 Travel, Training, and Mileage	19,834	10,637	15,921
7660 Office Expense	19,164	39,500	54,000
7670 Miscellaneous Expense	768	6,120	5,550
7790 Other Materials and Supplies	484	7,000	2,000
7830 Contributions to Other Agencies	26,010	30,000	30,000
Subtotal Services and Supplies	\$ 2,249,876	\$ 4,188,337	\$ 3,857,551
Marketing & Customer Engagement Total	\$ 5,432,232	\$ 7,988,231	\$ 7,893,782



Public Outreach

Public Outreach focuses on public communications in support of all phases of capital project development, planning, and construction for OCTA’s projects, programs, and services. The department implements public outreach and involvement programs to inform any affected parties and advance the development of transportation projects. Working with stakeholders, Public Outreach ensures that the planning and environmen-

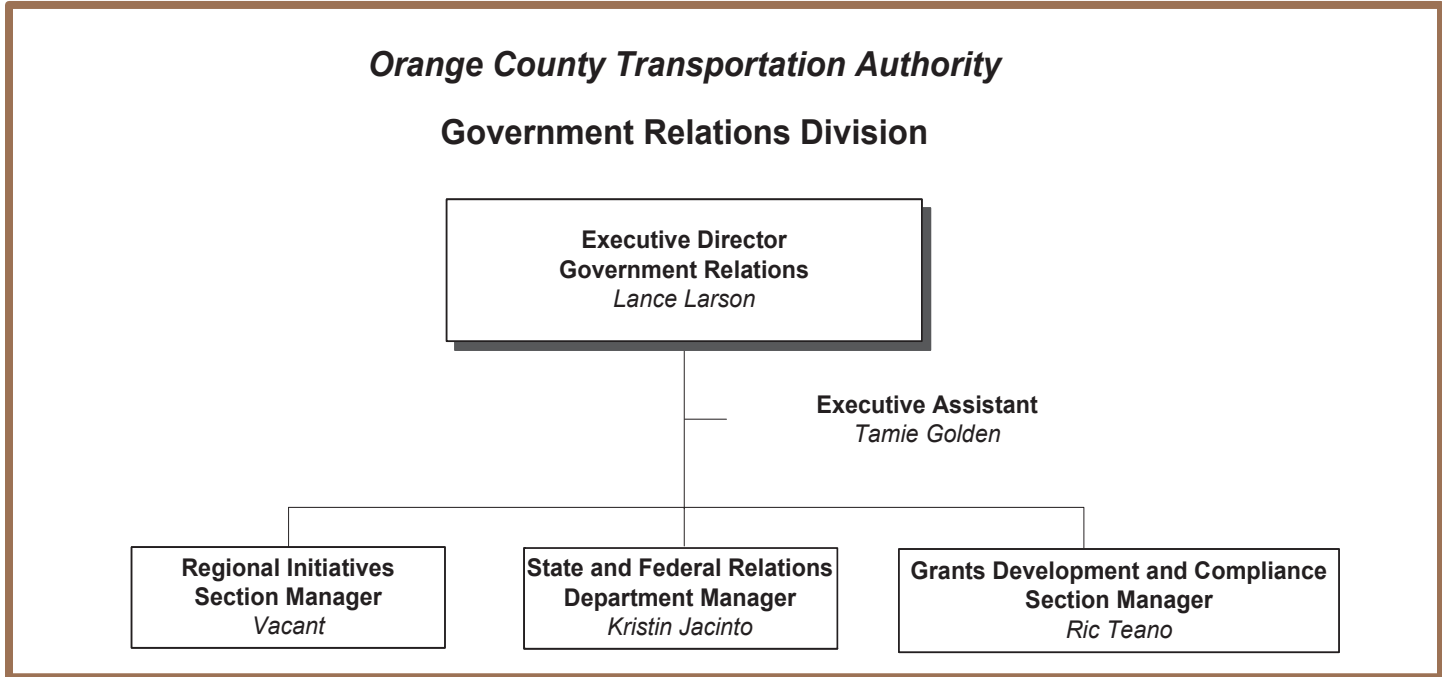
tal review process reflects a diverse range of positions, opinions, and concerns. In addition, outreach staff inform the public about upcoming construction activities and help to mitigate construction impacts. Staff in the department also assist other departments and divisions to communicate effectively to the diverse stakeholder audiences and customers of OCTA’s projects, programs, and services.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Public Outreach			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,180,015	1,235,590	1,305,723
7150 Extra Help Employees	50,296	60,350	58,800
7209 Deferred Compensation	35,953	38,393	38,311
7210 Pensions	430,342	410,410	450,818
7220 Insurances	31,185	32,874	34,081
7240 Health Care	253,867	275,091	302,638
7260 Compensated Absences	181,837	158,353	170,021
7270 Workers' Compensation	31,764	27,833	22,485
7280 Other Benefits	116,517	94,424	107,625
Subtotal Salaries and Benefits	\$ 2,311,776	\$ 2,333,318	\$ 2,490,502
<u>Services and Supplies</u>			
7510 Professional Services	407,809	675,000	1,095,000
7540 Insurance Claims Expense	39	0	0
7610 Outside Services	1,726	0	5,000
7630 Advertising Fees	13,789	30,000	45,000
7640 Utilities	1,500	0	0
7650 Travel, Training, and Mileage	13,092	6,711	12,880
7670 Miscellaneous Expense	24,776	56,129	110,779
Subtotal Services and Supplies	\$ 462,731	\$ 767,840	\$ 1,268,659
Public Outreach Total	\$ 2,774,507	\$ 3,101,158	\$ 3,759,161



Government Relations

Government Relations Division Organizational Chart



Government Relations Division

The Government Relations Division serves as OCTA’s liaison with members of the California State Legislature, United States Congress, and regional elected officials and representatives. In addition, the division is the agency’s focal point for state and federal compliance oversight and subrecipient monitoring activities.

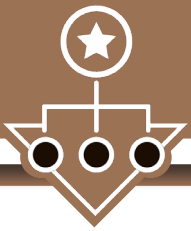
Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Director, Government Relations</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Government Relations Representative	3.00	3.00	3.00
Section/Department Manager	2.00	2.00	2.00
Executive Director, Government Relations	9.00	9.00	9.00
Total Government Relations	9.00	9.00	9.00



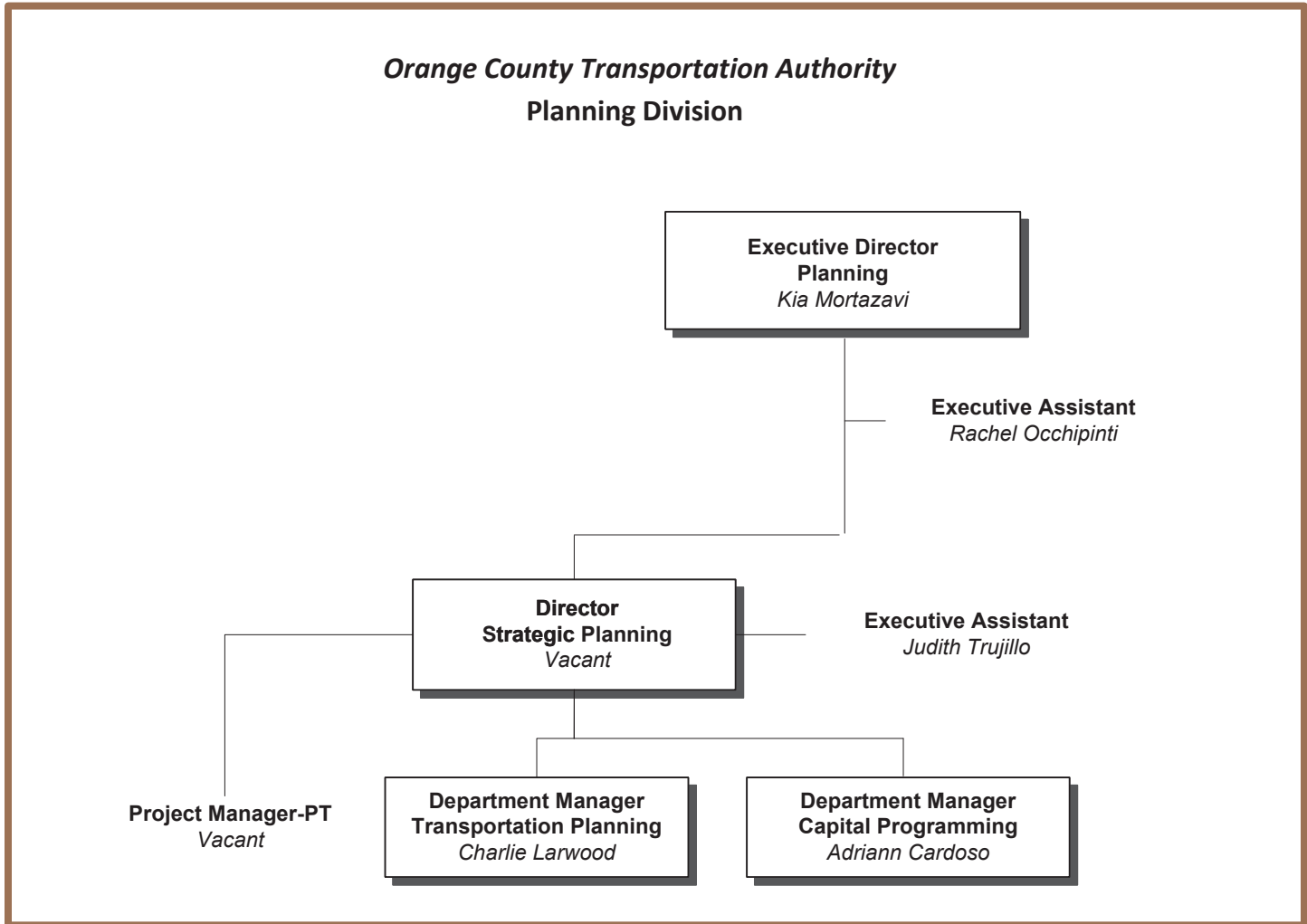
Executive Director, Government Relations

The Executive Director of Government Relations is responsible for providing overall management and strategic direction for the advocacy of all OCTA’s projects, programs, and services. This includes monitoring, analyzing, and responding to government actions and decisions that affect how OCTA receives funding, plans for projects, and delivers services. The Executive Director is responsible for providing management direction for federal, state, and regional government relations including direction for the application of external grant funding opportunities.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Director, Government Relations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,013,793	1,078,947	1,014,834
7150 Extra Help Employees	7,926	25,200	26,400
7209 Deferred Compensation	38,325	33,526	30,477
7210 Pensions	360,263	360,229	360,913
7220 Insurances	25,090	28,705	27,106
7240 Health Care	124,996	144,950	161,670
7260 Compensated Absences	115,145	138,277	135,251
7270 Workers' Compensation	25,326	20,875	16,866
7280 Other Benefits	84,758	92,290	94,738
Subtotal Salaries and Benefits	\$ 1,795,622	\$ 1,922,999	\$ 1,868,255
<u>Services and Supplies</u>			
7510 Professional Services	900,000	1,195,000	1,553,800
7610 Outside Services	0	530	600
7650 Travel, Training, and Mileage	61,480	45,732	48,205
7660 Office Expense	1,477	5,685	5,350
7670 Miscellaneous Expense	19,203	35,650	37,730
7790 Other Materials and Supplies	0	500	600
Subtotal Services and Supplies	\$ 982,160	\$ 1,283,097	\$ 1,646,285
Executive Director, Government Relations Total	\$ 2,777,782	\$ 3,206,096	\$ 3,514,540



Planning Division Organizational Chart



Planning Division

OCTA's Planning Division is responsible for developing future transportation solutions and securing funding for transportation improvements in collaboration with local and regional transportation agencies while ensuring adherence to Board policies and direction, Measure M2 requirements, and compliance with state and federal mandates. Additionally, the division offers essential forecasting and technical support services across the entire agency. The stated mission of the Planning Division is to provide planning and programming for transportation initiatives that meet the mobility needs of Orange County, consistent with the OCTA Strategic Plan.



Planning Division Staffing

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Director, Planning</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Executive Director	1.00	1.00	1.00
Program Management Analyst	2.00	2.00	2.00
Executive Director, Planning	5.00	5.00	5.00
<u>Director, Strategic Planning</u>			
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Project Manager	1.00	1.00	1.00
Director, Strategic Planning	3.00	3.00	3.00
<u>Planning and Analysis</u>			
Department/Program Manager	3.00	3.00	4.00
GIS Analyst	2.00	2.00	2.00
Project Manager	3.00	4.00	4.00
Section/Department Manager	4.00	5.00	4.00
Strategic Plan Administrator	1.00	1.00	1.00
Transportation Analyst	11.00	10.00	10.00
Transportation Funding Analyst	1.00	1.00	1.00
Planning and Analysis	25.00	26.00	26.00
<u>Capital and Local Programs</u>			
Department/Program Manager	1.00	1.00	1.00
Project Manager	0.00	1.00	1.00
Section/Department Manager	5.00	3.00	3.00
Transportation Analyst	0.00	1.00	1.00
Transportation Funding Analyst	7.50	7.50	7.50
Capital and Local Programs	13.50	13.50	13.50
Total Planning	46.50	47.50	47.50



Planning

Planning Division Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	4,815,933	5,606,523	5,831,989
7150 Extra Help Employees	123,025	124,800	117,000
7209 Deferred Compensation	154,521	174,213	175,138
7210 Pensions	1,645,424	1,862,418	2,061,336
7220 Insurances	125,876	149,181	155,799
7240 Health Care	662,342	779,536	877,332
7260 Compensated Absences	641,969	718,529	777,247
7270 Workers' Compensation	123,629	110,171	89,008
7280 Other Benefits	398,629	448,129	502,114
Subtotal Salaries and Benefits	\$ 8,691,348	\$ 9,973,500	\$ 10,586,963
<u>Services and Supplies</u>			
7510 Professional Services	4,264,616	8,592,500	1,947,500
7650 Travel, Training, and Mileage	31,115	79,939	72,430
7660 Office Expense	8,102	19,500	16,500
7670 Miscellaneous Expense	8,005	43,070	29,375
Subtotal Services and Supplies	\$ 4,311,838	\$ 8,735,009	\$ 2,065,805
Total Uses	\$ 13,003,186	\$ 18,708,509	\$ 12,652,768



Executive Director, Planning

The Executive Director of Planning sets the division’s direction and leads the planning, programming, program management efforts, and coordinates supporting activities with other OCTA divisions and external parties.

The Program Management Office (PMO) ensures seamless and effective interdivisional communications of the M2 Transportation Investment Plan and Ordinance No. 3. In addition, the PMO leads the implementation of safeguard measures called for in Or-

dinance No. 3, including preparing quarterly reports to the Board, Triennial Performance Assessments, and Ten-Year Comprehensive reviews. While multiple organizational units within OCTA carry out the various activities related to M2, including finance, delivery, and accountability, the PMO is responsible for assessing, facilitating, and providing direction as needed to ensure OCTA succeeds in meeting the public’s expectations.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Director, Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	531,737	658,250	697,956
7150 Extra Help Employees	7,533	11,400	13,200
7209 Deferred Compensation	19,253	20,454	20,960
7210 Pensions	187,694	220,745	248,987
7220 Insurances	14,156	17,516	18,646
7240 Health Care	61,139	57,172	88,009
7260 Compensated Absences	62,698	84,363	93,018
7270 Workers' Compensation	14,004	11,597	9,373
7280 Other Benefits	73,445	60,140	66,684
Subtotal Salaries and Benefits	\$ 971,659	\$ 1,141,637	\$ 1,256,833
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	392	9,240	10,147
7670 Miscellaneous Expense	335	6,500	6,000
Subtotal Services and Supplies	\$ 727	\$ 15,740	\$ 16,147
Executive Director, Planning Total	\$ 972,386	\$ 1,157,377	\$ 1,272,980



Planning

Strategic Planning

Strategic Planning identifies and recommends funding for the implementation of new major projects and programs in conjunction with external transit agencies, transit advocacy, bikeway, pedestrian stakeholders, and local jurisdictions. In addition to planning for freeways, streets and roads, transit, bikeways, and environmental initiatives, this department provides analytic support, such as transportation modeling, geographic information system capabilities for the overall agency, including OCTA's Transit, Rail, Government

Relations, Finance and Administration, and People and Community Engagement, as well as external organizations on a project-specific basis. It also recommends the long-range vision for mobility in Orange County. Finally, the department recommends direction and monitors the implementation of the OCTA Strategic Plan and supports the development and implementation of Board Chairman Initiatives, CEO Initiatives, and the Action Plan.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Director, Strategic Planning			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	328,480	386,628	469,154
7209 Deferred Compensation	19,148	12,014	14,089
7210 Pensions	63,801	130,592	168,032
7220 Insurances	8,857	10,288	12,535
7240 Health Care	48,668	61,992	50,509
7260 Compensated Absences	64,711	49,548	62,526
7270 Workers' Compensation	9,009	6,958	5,624
7280 Other Benefits	38,376	39,382	47,579
Subtotal Salaries and Benefits	\$ 581,050	\$ 697,402	\$ 830,048
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	5,032	6,994	3,485
7660 Office Expense	8,041	7,500	7,500
7670 Miscellaneous Expense	1,060	500	500
Subtotal Services and Supplies	\$ 14,133	\$ 14,994	\$ 11,485
Director, Strategic Planning Total	\$ 595,183	\$ 712,396	\$ 841,533



Planning and Analysis

Planning and Analysis is responsible for corridor studies, long-range regional transportation planning, and developing strategies transportation project concepts for near-term transit service improvements, including updating bus capital plans for fix-route transit. In addition, the department conducts regional bikeway and pedestrian studies in support of non-motorized transportation. The department also leads the implementation of the M2 Freeway EMP and Environmental Clean-up Program. Planning and Analysis is also responsible for implementing multi-jurisdictional regional traffic

signal synchronization projects and employs information technology to deliver analytical maps and information products through the geographic information system.

Finally, the department provides direction, and oversight for the development and implementation of the OCTA Strategic Plan, the Chief Executive Officer Initiatives and Action Plan, and the Board Chairman Strategic Initiatives over sustainability and climate adaptation planning.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Planning and Analysis			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,669,872	3,162,977	3,283,236
7150 Extra Help Employees	72,653	75,600	64,200
7209 Deferred Compensation	80,103	98,285	98,597
7210 Pensions	945,980	1,047,648	1,156,971
7220 Insurances	69,346	84,160	87,711
7240 Health Care	356,892	445,308	467,529
7260 Compensated Absences	353,903	405,366	437,569
7270 Workers' Compensation	68,197	60,305	48,714
7280 Other Benefits	201,906	241,719	270,637
Subtotal Salaries and Benefits	\$ 4,818,852	\$ 5,621,368	\$ 5,915,164
<u>Services and Supplies</u>			
7510 Professional Services	4,264,616	8,592,500	1,947,500
7650 Travel, Training, and Mileage	8,751	28,666	23,759
7660 Office Expense	61	0	0
7670 Miscellaneous Expense	5,877	27,475	15,100
Subtotal Services and Supplies	\$ 4,279,305	\$ 8,648,641	\$ 1,986,359
Planning and Analysis Total	\$ 9,098,157	\$ 14,270,009	\$ 7,901,523



Planning

Capital and Local Programs

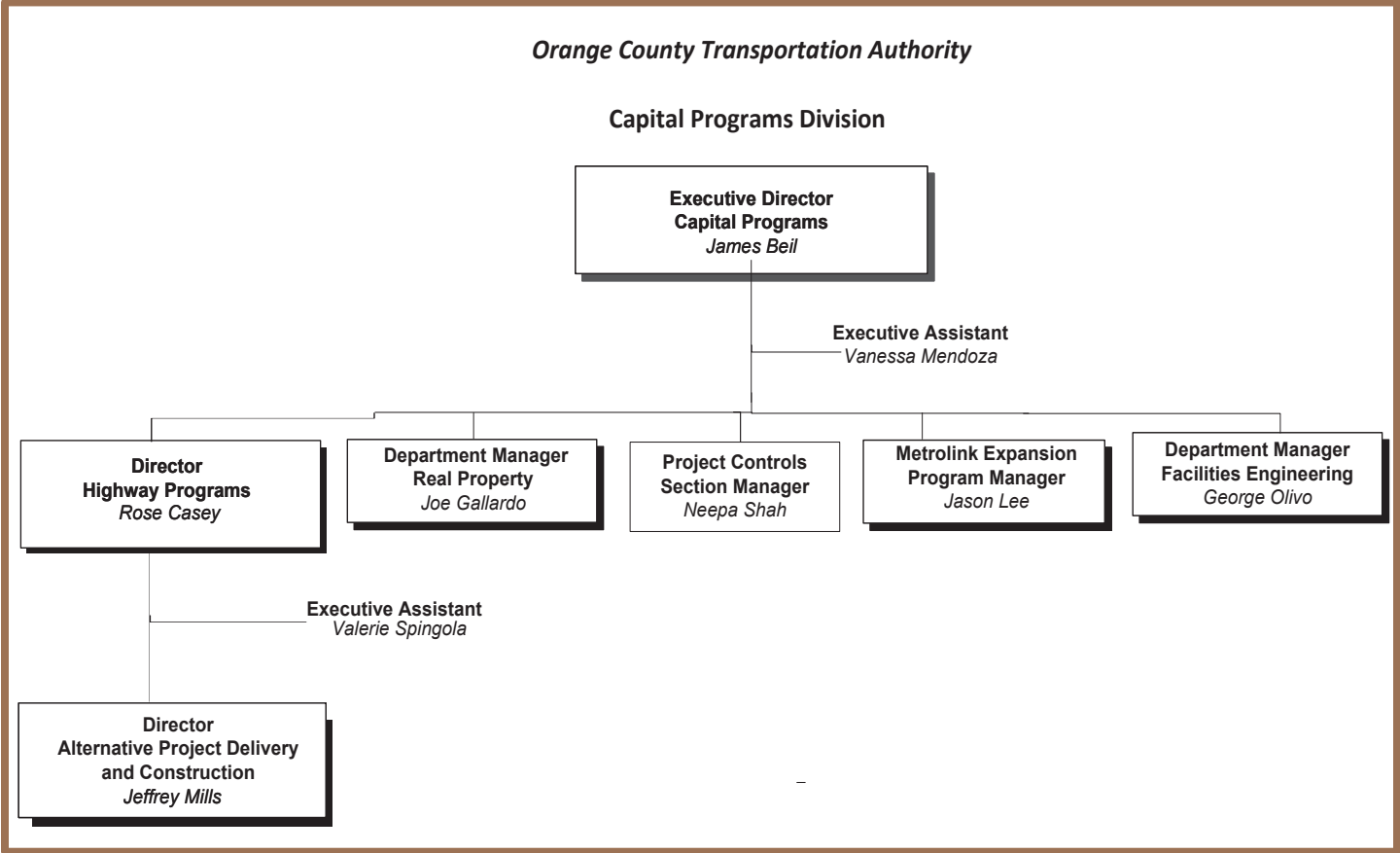
The Capital Programming Department, made up of the Discretionary Funding, Formula Funding, and Local Programs Sections, is responsible for funding OCTA and selected local jurisdiction projects with formula and competitive funding programs, including M2, other local or regional programs, state funding programs, and/or federal programs. The Capital Programming Department identifies, pursues, and works to secure funding for OCTA Capital Projects. The department also develops, implements, and administers the M2

Comprehensive Transportation Funding Program (CTFP) competitive program, which provides funding to local jurisdictions for streets and roads, transit extensions to Metrolink, community-based transit/circulators, transit stop amenities, and assists in administering water quality projects. In addition, it is responsible for ensuring that local jurisdictions meet eligibility requirements for Measure M2 funding as required by Ordinance No. 3.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Capital and Local Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,285,844	1,398,668	1,381,643
7150 Extra Help Employees	42,839	37,800	39,600
7209 Deferred Compensation	36,017	43,460	41,492
7210 Pensions	447,949	463,433	487,346
7220 Insurances	33,517	37,217	36,907
7240 Health Care	195,643	215,064	271,285
7260 Compensated Absences	160,657	179,252	184,134
7270 Workers' Compensation	32,419	31,311	25,297
7280 Other Benefits	84,902	106,888	117,214
Subtotal Salaries and Benefits	\$ 2,319,787	\$ 2,513,093	\$ 2,584,918
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	16,940	35,039	35,039
7660 Office Expense	0	12,000	9,000
7670 Miscellaneous Expense	733	8,595	7,775
Subtotal Services and Supplies	\$ 17,673	\$ 55,634	\$ 51,814
Capital and Local Programs Total	\$ 2,337,460	\$ 2,568,727	\$ 2,636,732



Capital Programs Division Organizational Chart



Capital Programs Division

The Capital Programs Division is responsible for implementing OCTA’s highway projects, railroad grade separation projects, rail capital improvement projects, bus and transit facility improvements, and real estate services. The division manages a program of projects, including M2 and other projects funded by the state and federal. The division is responsible for project de-

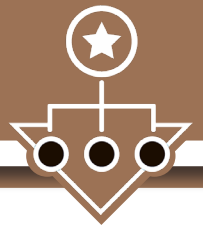
velopment activities, from the initial preliminary engineering and environmental phase through the completion of construction. In addition to developing a variety of capital improvement projects, the division is also responsible for OCTA-owned transit, rail right-of-way management and leasing.



Capital Programs

Capital Programs Division Staffing

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Executive Director, Capital Programs</u>			
Civil Engineer	1.00	1.00	1.00
Department/Program Manager	3.00	3.00	3.00
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Project Controls Analyst	4.00	4.00	4.00
Project Manager	2.00	2.00	2.00
Real Property Agent	6.00	6.00	6.00
Executive Director, Capital Programs	19.00	19.00	19.00
<u>Rail</u>			
Department/Program Manager	2.00	2.00	2.00
Project Manager	2.00	2.00	2.00
Rail	4.00	4.00	4.00
<u>Highway Project Delivery</u>			
Department/Program Manager	5.00	5.00	4.00
Director	1.00	1.00	2.00
Executive Assistant	2.00	2.00	2.00
Project Manager	3.00	3.00	3.00
Highway Project Delivery	11.00	11.00	11.00
Total Capital Programs	34.00	34.00	34.00



Capital Programs Division Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	3,885,928	4,650,937	4,869,730
7150 Extra Help Employees	6,024	43,800	23,400
7209 Deferred Compensation	142,458	144,455	146,243
7210 Pensions	1,416,065	1,542,655	1,722,498
7220 Insurances	99,825	123,699	130,094
7240 Health Care	525,819	656,106	742,305
7260 Compensated Absences	519,583	595,804	649,007
7270 Workers' Compensation	98,153	78,859	63,717
7280 Other Benefits	316,429	374,948	424,987
Subtotal Salaries and Benefits	\$ 7,010,284	\$ 8,211,263	\$ 8,771,981
<u>Services and Supplies</u>			
7510 Professional Services	774,508	1,000,000	1,040,000
7610 Outside Services	1,291,634	3,430,000	4,175,000
7630 Advertising Fees	0	2,000	2,000
7650 Travel, Training, and Mileage	15,308	30,374	32,443
7660 Office Expense	4,401	15,253	13,953
7670 Miscellaneous Expense	4,740	10,904	13,208
7690 Leases	35,434	93,305	103,000
Subtotal Services and Supplies	\$ 2,126,025	\$ 4,581,836	\$ 5,379,604
<u>Capital Expenditure</u>			
9010 Work In Process	0	1,500,000	1,500,000
9020 Capital Expenditure-Locally Funded	4,694,243	21,956,400	37,091,900
Subtotal Capital Expenditure	\$ 4,694,243	\$ 23,456,400	\$ 38,591,900
Total Uses	\$ 13,830,552	\$ 36,249,499	\$ 52,743,485



Capital Programs

Executive Director, Capital Programs

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Director, Capital Programs			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	2,095,590	2,332,345	2,413,321
7150 Extra Help Employees	240	33,000	23,400
7209 Deferred Compensation	67,454	72,410	72,475
7210 Pensions	760,537	773,887	852,588
7220 Insurances	52,537	62,010	64,471
7240 Health Care	259,976	308,340	364,494
7260 Compensated Absences	286,125	298,652	321,633
7270 Workers' Compensation	52,131	44,069	35,602
7280 Other Benefits	136,558	187,923	208,619
Subtotal Salaries and Benefits	\$ 3,711,148	\$ 4,112,636	\$ 4,356,603
<u>Services and Supplies</u>			
7510 Professional Services	774,508	1,000,000	1,040,000
7610 Outside Services	1,291,634	3,430,000	4,175,000
7630 Advertising Fees	0	2,000	2,000
7650 Travel, Training, and Mileage	2,826	13,800	10,996
7660 Office Expense	3,678	9,625	8,025
7670 Miscellaneous Expense	1,295	6,265	6,455
7690 Leases	35,434	93,305	103,000
Subtotal Services and Supplies	\$ 2,109,375	\$ 4,554,995	\$ 5,345,476
<u>Capital Expenditure</u>			
9010 Work In Process	0	1,500,000	1,500,000
9020 Capital Expenditure-Locally Funded	4,694,243	21,956,400	37,091,900
Subtotal Capital Expenditure	\$ 4,694,243	\$ 23,456,400	\$ 38,591,900
Executive Director, Capital Programs Total	\$ 10,514,766	\$ 32,124,031	\$ 48,293,979



Rail

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	211,183	559,752	609,884
7209 Deferred Compensation	6,885	17,393	18,316
7210 Pensions	74,999	184,899	214,468
7220 Insurances	7,910	14,892	16,295
7240 Health Care	29,651	77,903	92,177
7260 Compensated Absences	20,854	71,738	81,281
7270 Workers' Compensation	5,771	9,277	7,499
7280 Other Benefits	45,522	42,777	49,196
Subtotal Salaries and Benefits	\$ 402,775	\$ 978,631	\$ 1,089,116
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,426	9,966	9,966
7660 Office Expense	280	628	628
7670 Miscellaneous Expense	364	910	950
Subtotal Services and Supplies	\$ 2,070	\$ 11,504	\$ 11,544
Rail Total	\$ 404,845	\$ 990,135	\$ 1,100,660



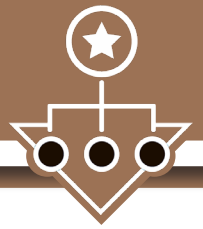
Capital Programs

Highway Project Delivery

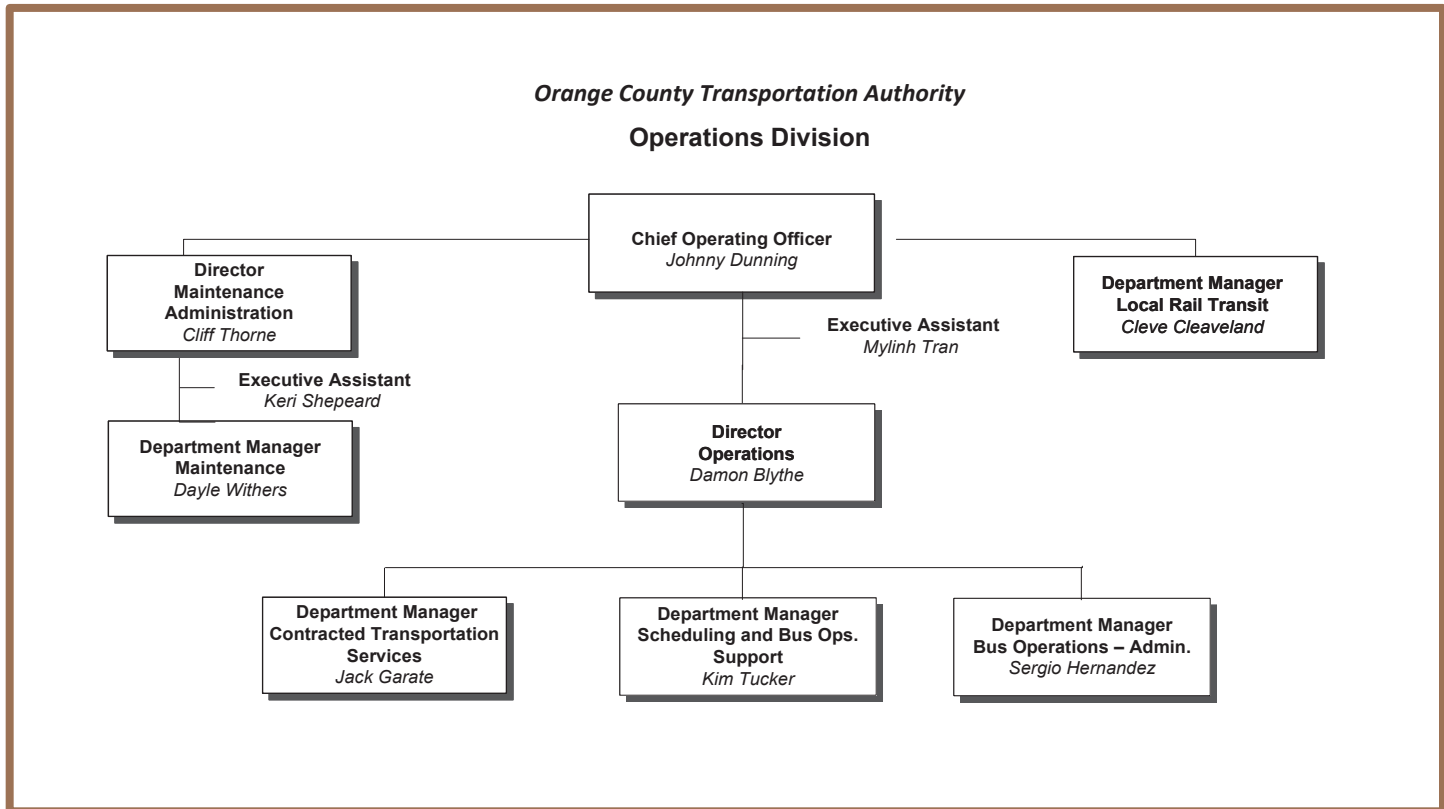
Highway Project Delivery ensures that the freeway and highway improvement projects that OCTA has promised Orange County residents are built. The department is responsible for managing the implementation of freeway and highway projects in the M2 Program within Orange County, including State and Federal-

ly Funded projects. The program of projects also includes other major construction projects deemed to be regionally significant. The department also manages the implementation of individual projects within the program of projects.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Highway Project Delivery			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,579,155	1,758,840	1,846,525
7150 Extra Help Employees	5,784	10,800	0
7209 Deferred Compensation	68,119	54,652	55,452
7210 Pensions	580,529	583,869	655,442
7220 Insurances	39,378	46,797	49,328
7240 Health Care	236,192	269,863	285,634
7260 Compensated Absences	212,604	225,414	246,093
7270 Workers' Compensation	40,251	25,513	20,616
7280 Other Benefits	134,349	144,248	167,172
Subtotal Salaries and Benefits	\$ 2,896,361	\$ 3,119,996	\$ 3,326,262
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	11,056	6,608	11,481
7660 Office Expense	443	5,000	5,300
7670 Miscellaneous Expense	3,081	3,729	5,803
Subtotal Services and Supplies	\$ 14,580	\$ 15,337	\$ 22,584
Highway Project Delivery Total	\$ 2,910,941	\$ 3,135,333	\$ 3,348,846



Operations Division Organizational Chart



Operations Division

The Operations Division is one of OCTA’s core business units delivering fixed-route and paratransit bus services. Fixed-route service includes local fixed-route, community fixed-route, limited-stop, Stationlink, and special shuttle services. Paratransit bus services consist of OC ACCESS service, the complementary paratransit service required by the ADA, and alternative programs providing service to seniors and persons with disabilities. The Operations Division is responsible for the implementation, monitoring, and performance of all transit services. To accomplish this mission, performance metrics that measure system safety, courtesy, and reliability are closely monitored.

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

Among the services provided, the Operations Division also includes Regional Rail Operations, Local Rail, and the LOSSAN Rail Corridor Agency. Regional Rail Operations is primarily responsible for sustaining, im-

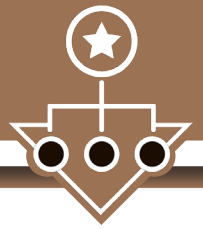


Operations

Operations Division Staffing

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Chief Operating Officer</u>			
Chief Operating Officer	1.00	1.00	1.00
Project Manager	1.00	0.00	0.00
Section/Department Manager	0.00	1.00	1.00
Chief Operating Officer	2.00	2.00	2.00
<u>Executive Director, Bus Operations</u>			
Executive Assistant	2.00	2.00	2.00
Executive Director	1.00	1.00	1.00
Executive Director, Bus Operations	3.00	3.00	3.00
<u>Bus Operations</u>			
Base Manager	2.00	2.00	2.00
Bus Operations Supervisor	44.00	44.00	44.00
Coach Operator	631.00	623.00	599.00
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	6.50	6.50	6.50
Section Supervisor	8.00	8.00	8.00
Section/Department Manager	4.00	4.00	4.00
Bus Operations	696.50	688.50	664.50
<u>Contract Transportation Services</u>			
Business Unit Analyst	2.00	1.00	1.00
Community Transportation Coordinator	1.00	1.00	1.00
Customer Relations Representative	0.00	4.00	4.00
Department/Program Manager	2.00	1.00	1.00
Executive Assistant	2.50	0.00	2.00
Maintenance Field Administrator	4.00	4.00	4.00
Program Management Analyst	1.00	1.00	1.00
Section/Department Manager	7.00	8.00	8.00
Contract Transportation Services	19.50	20.00	22.00

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Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Maintenance</u>			
Base Manager	3.00	3.00	3.00
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	5.50	5.50	5.50
Facilities Maintenance Supervisor	3.00	3.00	3.00
Fleet Analyst	5.00	5.00	5.00
Maintenance Instructor	2.00	3.00	3.00
Maintenance Planner	1.00	2.00	2.00
Maintenance Supervisor	16.00	17.00	17.00
Mechanic	101.00	101.00	104.00
Section/Department Manager	7.00	8.00	8.00
Electronic Technician	13.00	13.00	13.00
Facilities Technician	19.00	19.00	19.00
Machinist	2.00	2.00	2.00
Service Worker	37.00	37.00	37.00
Maintenance	217.50	221.50	224.50
<u>Scheduling and Bus Operations Support</u>			
Department/Program Manager	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Operations Analyst	0.00	1.00	1.00
Project Manager	0.00	1.00	1.00
Schedule Checker/Analyst	5.00	4.00	3.00
Section Supervisor	1.00	1.00	0.00
Section/Department Manager	3.00	2.00	2.00
Stops & Zones Analyst	1.00	1.00	1.00
Stops & Zones Planner	1.00	1.00	1.00
Scheduling and Bus Operations Support	13.00	13.00	11.00
<u>Regional Rail</u>			
Department/Program Manager	1.00	1.00	1.00
Rail Maintenance-of-Way Administrator	1.00	1.00	1.00
Section/Department Manager	2.00	2.00	2.00
Transportation Modeling Analyst	1.00	1.00	1.00
Regional Rail	5.00	5.00	5.00

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Operations

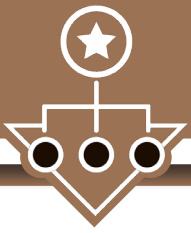
Operations Division Staffing, continued

Division Staffing by Department - Job Family	FY 2022-23 Budget	FY 2023-24 Budget	FY 2024-25 Budget
<u>Local Rail</u>			
Business Unit Analyst	1.00	1.00	1.00
Department/Program Manager	1.00	1.00	1.00
Operations Analyst	1.00	1.00	1.00
Section/Department Manager	1.00	1.00	1.00
Electronic Technician	0.00	2.00	2.00
Facilities Technician	0.00	2.00	2.00
Local Rail	4.00	8.00	8.00
<u>LOSSAN Staff Administration</u>			
Accountant	2.00	2.00	2.00
Department/Program Manager	3.00	4.00	4.00
Deputy Director	1.00	1.00	1.00
Director	1.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00
Marketing Specialist	3.00	3.00	3.00
Project Manager	1.00	0.00	0.00
Safety Specialist	1.00	1.00	1.00
Section/Department Manager	3.00	3.00	3.00
Transportation Analyst	1.00	1.00	1.00
Transportation Funding Analyst	1.00	1.00	1.00
LOSSAN Staff Administration	18.00	18.00	18.00
Total Operations	978.50	979.00	958.00



Operations Division Expenses by Account

Description	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	63,182,861	69,205,609	73,038,242
7150 Extra Help Employees	851,550	1,544,115	1,182,133
7209 Deferred Compensation	1,179,273	1,381,582	1,485,188
7210 Pensions	23,394,365	23,939,246	26,067,950
7220 Insurances	1,373,678	1,571,438	1,673,335
7240 Health Care	14,596,851	17,398,481	18,944,909
7260 Compensated Absences	8,994,193	10,096,122	10,333,351
7270 Workers' Compensation	6,718,121	5,996,551	5,180,059
7280 Other Benefits	2,390,099	3,101,070	3,233,320
Subtotal Salaries and Benefits	\$ 122,680,991	\$ 134,234,214	\$ 141,138,487
<u>Services and Supplies</u>			
7310 Contract Transportation	86,319,427	123,561,623	122,853,429
7510 Professional Services	1,590,246	2,830,603	3,005,723
7540 Insurance Claims Expense	-9,035	0	0
7610 Outside Services	5,116,937	6,375,959	11,134,002
7630 Advertising Fees	12,215	5,000	5,000
7640 Utilities	8,371	2,500	2,500
7650 Travel, Training, and Mileage	127,516	273,590	347,930
7660 Office Expense	484,273	395,576	329,163
7670 Miscellaneous Expense	122,535	202,008	220,483
7690 Leases	5,720	0	0
7710 Fuels and Lubricants	18,254,037	21,934,139	19,499,053
7740 Tires and Tubes	1,567,132	1,973,569	2,041,328
7750 Maintenance Expense	7,168,695	8,438,908	6,000,488
7780 General Equipment/Structures	169,050	0	0
7790 Other Materials and Supplies	1,052,626	1,205,566	2,112,588
7820 Taxes	57,175	111,806	66,684
7830 Contributions to Other Agencies	2,421,369	1,858,258	687,000
Subtotal Services and Supplies	\$ 124,468,289	\$ 169,169,105	\$ 168,305,371
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	93,178	100,971,200	98,023,400
Subtotal Capital Expenditure	\$ 93,178	\$ 100,971,200	\$ 98,023,400
Total Uses	\$ 247,242,458	\$ 404,374,519	\$ 407,467,258



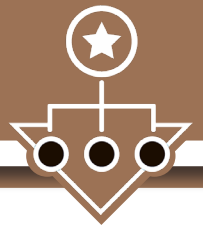
Operations

Chief Operating Officer

The Chief Operating Officer works to meet the existing and future transportation needs of Orange County and is responsible for the coordination of all the divisions projects, programs, services, and initiatives including Bus Operations, Maintenance, Regional Rail Opera-

tions, Local Rail Operations, and LOSSAN. The Chief Operating Officer is also accountable for reporting the division's financial and operational performance to the Chief Executive Officer and the Board.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Chief Operating Officer			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	401,320	384,568	399,524
7209 Deferred Compensation	17,180	11,950	11,998
7210 Pensions	144,634	129,912	143,547
7220 Insurances	9,259	10,234	10,672
7240 Health Care	53,828	58,448	65,715
7260 Compensated Absences	37,556	49,285	53,246
7270 Workers' Compensation	10,203	4,639	3,749
7280 Other Benefits	49,474	39,225	41,255
Subtotal Salaries and Benefits	\$ 723,454	\$ 688,261	\$ 729,706
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	824	4,593	4,593
7670 Miscellaneous Expense	0	700	28,205
Subtotal Services and Supplies	\$ 824	\$ 5,293	\$ 32,798
Chief Operating Officer Total	\$ 724,278	\$ 693,554	\$ 762,504

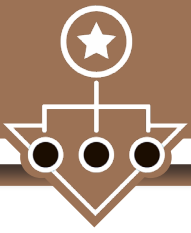


Executive Director, Bus Operations

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Executive Director, Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	185,767	310,739	347,360
7209 Deferred Compensation	4,066	9,656	10,431
7210 Pensions	68,522	102,646	125,203
7220 Insurances	6,209	8,268	9,280
7240 Health Care	35,228	45,328	60,754
7260 Compensated Absences	35,491	39,825	46,293
7270 Workers' Compensation	4,999	6,958	5,624
7280 Other Benefits	20,927	23,747	38,793
Subtotal Salaries and Benefits	\$ 361,209	\$ 547,167	\$ 643,738
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	7,748	7,432	7,456
7660 Office Expense	1,962	6,000	6,000
7670 Miscellaneous Expense	1,883	22,719	1,200
Subtotal Services and Supplies	\$ 11,593	\$ 36,151	\$ 14,656
Executive Director, Bus Operations Total	\$ 372,802	\$ 583,318	\$ 658,394



Operations

Bus Operations

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Bus Operations			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	42,381,219	45,924,695	47,998,509
7150 Extra Help Employees	727,386	1,401,015	1,074,933
7209 Deferred Compensation	871,300	984,743	1,083,021
7210 Pensions	15,611,512	15,744,107	17,002,129
7220 Insurances	903,277	1,019,434	1,100,187
7240 Health Care	10,174,595	12,169,906	13,226,989
7260 Compensated Absences	5,826,222	6,359,728	6,764,017
7270 Workers' Compensation	5,682,245	5,039,033	4,373,008
7280 Other Benefits	906,294	1,326,700	1,300,441
Subtotal Salaries and Benefits	\$ 83,084,050	\$ 89,969,361	\$ 93,923,234
<u>Services and Supplies</u>			
7510 Professional Services	18,000	0	0
7540 Insurance Claims Expense	-11,165	0	0
7610 Outside Services	239,180	288,179	314,470
7650 Travel, Training, and Mileage	22,548	47,296	50,785
7660 Office Expense	30,180	74,673	50,398
7670 Miscellaneous Expense	50,720	75,615	86,500
7750 Maintenance Expense	1,203	0	0
7790 Other Materials and Supplies	34,354	52,746	41,388
Subtotal Services and Supplies	\$ 385,020	\$ 538,509	\$ 543,541
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	5,936	0	0
Subtotal Capital Expenditure	\$ 5,936	\$ 0	\$ 0
Bus Operations Total	\$ 83,475,006	\$ 90,507,870	\$ 94,466,775



Contract Transportation Services

Contract Transportation Services is responsible for contract transportation oversight. Oversight of contract operations includes monitoring vendor performance to effectively deliver transit services including OC ACCESS, OCTA’s complementary paratransit service; contracted fixed-route, which includes the Stationlink rail feeder service which provides the connection between Metrolink commuter trains and employment centers; micro-transit, vanpool, OC Flex, Transit Network Com-

pany pilot program, and the Same-Day Taxi Program for ADA eligible passengers. The contracted services staff provides direct oversight of the contractors’ performance to ensure OCTA’s operating and vehicle maintenance standards are achieved per contract guidelines and OCTA standards. Contracted services are operated out of three OCTA facilities, with fixed-route service operated from Anaheim and Irvine Sand Canyon and OC ACCESS service from Irvine Construction Circle.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Contract Transportation Services			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,646,723	1,905,812	2,111,491
7150 Extra Help Employees	43,546	54,000	57,000
7209 Deferred Compensation	42,396	59,219	63,408
7210 Pensions	551,507	631,560	744,653
7220 Insurances	44,023	50,706	56,410
7240 Health Care	282,698	359,489	397,555
7260 Compensated Absences	220,489	244,245	281,409
7270 Workers' Compensation	43,148	46,460	41,226
7280 Other Benefits	160,474	145,644	180,913
Subtotal Salaries and Benefits	\$ 3,035,004	\$ 3,497,135	\$ 3,934,065
<u>Services and Supplies</u>			
7310 Contract Transportation	86,319,427	123,561,623	122,853,429
7510 Professional Services	1,371,812	1,846,753	1,738,993
7610 Outside Services	436,659	456,122	531,701
7650 Travel, Training, and Mileage	40,210	11,715	18,454
7660 Office Expense	304,537	158,490	155,240
7670 Miscellaneous Expense	14,504	32,352	20,741
7710 Fuels and Lubricants	9,631,807	11,903,593	11,006,879
7740 Tires and Tubes	774,628	1,137,061	1,181,733
7750 Maintenance Expense	212,727	327,280	543,207
7790 Other Materials and Supplies	-187	0	0
7820 Taxes	21,213	38,596	27,154
7830 Contributions to Other Agencies	2,421,369	1,858,258	687,000
Subtotal Services and Supplies	\$ 101,548,706	\$ 141,331,843	\$ 138,764,531
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	16,235	651,200	2,400
Subtotal Capital Expenditure	\$ 16,235	\$ 651,200	\$ 2,400
Contract Transportation Services Total	\$ 104,599,945	\$ 145,480,178	\$ 142,700,996



Operations

Maintenance

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

The department performs routine maintenance on an active fleet of revenue vehicles. In addition to the revenue fleet, the department also maintains non-revenue support vehicles and a contingency fleet of buses.

The department consists of five sections, which include: maintenance training, base operations, Maintenance Resource Management, Transit Technical Services, and Facilities.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Maintenance			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	15,093,425	15,961,098	17,215,220
7150 Extra Help Employees	17,891	21,600	22,800
7209 Deferred Compensation	145,966	175,546	174,978
7210 Pensions	5,812,346	5,777,161	6,313,251
7220 Insurances	318,029	359,632	367,384
7240 Health Care	3,420,741	3,938,840	4,288,956
7260 Compensated Absences	2,396,082	2,791,448	2,526,183
7270 Workers' Compensation	889,822	797,486	675,921
7280 Other Benefits	987,881	1,201,820	1,254,464
Subtotal Salaries and Benefits	\$ 29,082,183	\$ 31,024,631	\$ 32,839,157
<u>Services and Supplies</u>			
7510 Professional Services	40,939	783,850	1,191,730
7540 Insurance Claims Expense	2,130	0	0
7610 Outside Services	3,813,216	5,018,603	9,565,791
7640 Utilities	1,904	2,500	2,500
7650 Travel, Training, and Mileage	41,229	149,136	205,669
7660 Office Expense	142,755	146,718	107,625
7670 Miscellaneous Expense	53,279	57,927	68,617
7690 Leases	5,720	0	0
7710 Fuels and Lubricants	8,622,230	10,030,546	8,492,174
7740 Tires and Tubes	792,504	836,508	859,595
7750 Maintenance Expense	6,954,765	8,111,628	5,457,281
7780 General Equipment/Structures	169,050	0	0
7790 Other Materials and Supplies	996,809	1,063,820	1,882,200
7820 Taxes	35,962	73,210	39,530
Subtotal Services and Supplies	\$ 21,672,492	\$ 26,274,446	\$ 27,872,712
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	12,665	100,316,000	98,017,000
Subtotal Capital Expenditure	\$ 12,665	\$ 100,316,000	\$ 98,017,000
Maintenance Total	\$ 50,767,340	\$ 157,615,077	\$ 158,728,869



Scheduling and Bus Operations Support

Scheduling and Bus Operations Support Department is comprised of three functional areas: Scheduling, Stops and Zones, and Customer Advocacy. Scheduling creates bus schedules, determines vehicle requirements, and develops coach operator work assignments. The Stops and Zones function is responsible

for establishing and maintaining bus stops, layover zones and maintaining the agency’s 5,226 bus stop locations. The Customer Advocacy function is designed to represent the interests of the agency’s internal and external customers as part of the Operations Division’s decision-making process.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Scheduling and Bus Operations Support			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,008,838	1,153,640	1,053,664
7150 Extra Help Employees	62,727	67,500	27,400
7209 Deferred Compensation	27,714	34,215	31,041
7210 Pensions	354,418	366,265	364,520
7220 Insurances	27,272	29,297	27,614
7240 Health Care	166,602	191,043	200,051
7260 Compensated Absences	131,072	141,119	137,761
7270 Workers' Compensation	26,436	30,152	20,610
7280 Other Benefits	71,800	84,150	88,864
Subtotal Salaries and Benefits	\$ 1,876,879	\$ 2,097,381	\$ 1,951,525
<u>Services and Supplies</u>			
7510 Professional Services	159,495	200,000	75,000
7610 Outside Services	627,882	613,055	722,040
7650 Travel, Training, and Mileage	11,470	9,699	28,409
7660 Office Expense	1,346	2,195	2,400
7670 Miscellaneous Expense	167	1,995	3,860
7790 Other Materials and Supplies	21,650	89,000	189,000
Subtotal Services and Supplies	\$ 822,010	\$ 915,944	\$ 1,020,709
Scheduling and Bus Operations Support Total	\$ 2,698,889	\$ 3,013,325	\$ 2,972,234



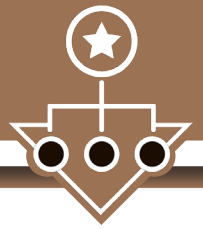
Operations

Regional Rail

Regional Rail is primarily responsible for sustaining, improving, and expanding operations of Orange County's rail system by providing coordinated Metrolink rail service that supports and matches the growth and development patterns of the county and region. This is accomplished through the coordination of activities

with the Southern California Regional Rail Authority (SCRRA), local cities, regional entities, and state and federal agencies. Through the direction of these responsibilities, the department supports the growth of an efficient rail transit system in Orange County.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Regional Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	307,294	527,227	563,074
7209 Deferred Compensation	5,215	16,382	16,910
7210 Pensions	114,919	174,156	198,007
7220 Insurances	9,135	14,028	15,044
7240 Health Care	89,016	111,278	127,022
7260 Compensated Absences	51,974	67,571	75,043
7270 Workers' Compensation	8,102	11,597	9,368
7280 Other Benefits	28,751	40,291	47,118
Subtotal Salaries and Benefits	\$ 614,406	\$ 962,530	\$ 1,051,586
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,331	5,074	5,074
7670 Miscellaneous Expense	584	0	0
Subtotal Services and Supplies	\$ 1,915	\$ 5,074	\$ 5,074
Regional Rail Total	\$ 616,321	\$ 967,604	\$ 1,056,660



Local Rail

Local Rail supports the development of a 4.15-mile route modern streetcar line branded OC Streetcar that will connect the SARTC to downtown Santa Ana and a new transportation hub near the intersection of Harbor Boulevard and Westminster Avenue in Garden Grove.

The streetcar project is anticipated to be complete in August 18th, 2025. This department is responsible for the implementation of the Operations and Maintenance of the Local Rail.

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
Local Rail			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	425,003	721,648	852,206
7209 Deferred Compensation	14,144	18,055	18,559
7210 Pensions	134,724	247,116	294,003
7220 Insurances	10,922	18,345	20,169
7240 Health Care	58,388	165,591	177,140
7260 Compensated Absences	48,682	106,702	117,254
7270 Workers' Compensation	10,180	18,477	16,820
7280 Other Benefits	32,392	53,038	58,175
Subtotal Salaries and Benefits	\$ 734,435	\$ 1,348,972	\$ 1,554,326
<u>Services and Supplies</u>			
7650 Travel, Training, and Mileage	1,731	26,000	15,600
7660 Office Expense	1,362	4,000	4,000
7670 Miscellaneous Expense	660	5,500	5,500
Subtotal Services and Supplies	\$ 3,753	\$ 35,500	\$ 25,100
Local Rail Total	\$ 738,188	\$ 1,384,472	\$ 1,579,426



Operations

LOSSAN Staff Administration

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

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

Department Expenses by Account	FY 2022-23 Actuals	FY 2023-24 Budget	FY 2024-25 Budget
LOSSAN Staff Administration			
<u>Salaries and Benefits</u>			
7110 Salaries-Regular Employees	1,733,272	2,316,182	2,497,194
7209 Deferred Compensation	51,292	71,816	74,842
7210 Pensions	601,783	766,323	882,637
7220 Insurances	45,552	61,494	66,575
7240 Health Care	315,755	358,558	400,727
7260 Compensated Absences	246,625	296,199	332,145
7270 Workers' Compensation	42,986	41,749	33,733
7280 Other Benefits	132,106	186,455	223,297
Subtotal Salaries and Benefits	\$ 3,169,371	\$ 4,098,776	\$ 4,511,150
<u>Services and Supplies</u>			
7630 Advertising Fees	12,215	5,000	5,000
7650 Travel, Training, and Mileage	425	12,645	11,890
7660 Office Expense	2,131	3,500	3,500
7670 Miscellaneous Expense	738	5,200	5,860
Subtotal Services and Supplies	\$ 15,509	\$ 26,345	\$ 26,250
<u>Capital Expenditure</u>			
9020 Capital Expenditure-Locally Funded	58,342	4,000	4,000
Subtotal Capital Expenditure	\$ 58,342	\$ 4,000	\$ 4,000
LOSSAN Staff Administration Total	\$ 3,243,222	\$ 4,129,121	\$ 4,541,400

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Appendix



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Fund Descriptions

General Fund

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

LTF

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

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.

SAFE Fund

The SAFE Fund is responsible for the maintenance and operation of 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 yearly assessment on motor vehicle registration.

STA Fund

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

LTA M2 Fund

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

Regional Rail Fund

The Regional Rail Fund accounts for the operation of regional rail service and the maintenance of OCTA-owned right-of-way. This fund supports OCTA's long-term operating and capital funding of Metrolink regional rail services.

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.

Local Rail Fund

The Local Rail Fund supports the operating costs of the Local Rail service. The service will launch following completion of construction in the upcoming year.



Express Lanes Fund

The Express Lanes Funds support the 91 Express Lanes and 405 Express Lanes. The 91 Express Lanes Fund is an enterprise fund that supports the operational and capital functions of the 91 Express Lanes. The 405 Express Lanes Fund supports the express lanes portion of the I-405 Improvement Project.

Internal Service Fund

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 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 the amount of funding collected in that fiscal year.

Transit Development 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. The OC Streetcar project is the largest project in the Transit Development Capital Projects Fund.

M2 Bond Debt Service Fund

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

American Public Transportation Association (APTA) Fund

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

ARBA Trust Fund

The OCTA currently provides a supplemental retirement benefit known as the ARBA. This benefit is offered to retired members of the OCERS in order to assist career OCTA employees in maintaining health insurance coverage following their retirement from OCTA service. OCTA does not provide retiree medical benefits.



Acronyms

ADA

Americans with Disabilities Act

APTA

American Public Transportation Association

ARBA

Additional Retiree Benefit Account

BRT

Bus Rapid Transit

CBP

Comprehensive Business Plan

EMP

Environmental Mitigation Program

FSP

Freeway Service Patrol

FTA

Federal Transit Administration

GAAP

Generally Accepted Accounting Principles

LOSSAN

Los Angeles-San Diego-San Luis Obispo

LRTP

Long-Range Transportation Plan

LTA

Local Transportation Authority

LTF

Local Transportation Fund

M1

Measure M1

M2

Measure M2

OCERS

Orange County Employees Retirement System

OCTA

Orange County Transportation Authority

OCTD

Orange County Transit District

OCUUT

Orange County Unified Transportation Trust

PL&PD

Personal Liability and Property Damage

RTP

Regional Transportation Plan

SAFE

Service Authority for Freeway Emergencies

SCRRA

Southern California Regional Rail Authority

STA

State Transit Assistance

TDA

Transportation Development Act



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 expenditures.

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

Encumbrance: The commitment of appropriated funds to purchase goods or services. At OCTA, encumbrances are defined by a specific scope of work, typically firm-fixed price contracts and purchase orders for non-inventory goods.

Expenditures: Decreases in net financial resources. Expenditures include current operating and capital expenses that require the current or future use of net current assets, debt service, and capital outlays.

Expenses: Decreases in net total assets. Expenses represent the total cost of operations during a period regardless of the timing of related expenditures.

External Budget: The legally approved budget net of inter-fund transfers. Those amounts in the budget representing transfers and inter-fund reimbursements are subtracted from the legally adopted budget amount.

Farebox Revenue: Fares received from passengers boarding OCTA's fixed-route and paratransit bus service.

Fiscal Year: A 12-month period to which the annual budget applies and at the end of which a government determines its financial position, the results of its operations, and adopts a budget for the coming year. OCTA's fiscal year is from July 1 to June 30.

Full-Time Equivalent (FTE): The conversion of full-time and part-time employee hours to an equivalent of a full-time position. For example: one person working half time would count as 0.5 FTE.

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



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

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

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

Internal Budget: The legally adopted budget including all inter-fund transfers and other internally designated objects.

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

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

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

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

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

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

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

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

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

Taxes: Compulsory charges levied by a government for financing services performed for the common benefit. This term does not include specific charges made against particular persons or property for current or permanent benefits such as special assessments. Neither does the term include charges for services rendered only to those paying such charges as, for example, user charges.

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



Gann Appropriation Limit

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

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

The LTA or M2 and the OCTA General Fund representing the functions of the Orange County Transportation Commission (OCTC), now a part of OCTA, are subject to the requirements of Article XIII B. Both agencies receive tax revenues, the LTA from the one-half cent local sales tax and the OCTA General Fund from one-quarter cent state sales tax allocations for administration, planning, and programming of the LTF, which is exempt from the Gann limits on the spending of certain

tax revenues. Appropriation limits are calculated for and applied to both legal entities and are reviewed as part of OCTA’s annual financial audit.

In accordance with the requirements of the Article XIII B implementing legislation, the Board of Directors voted to approve OCTA Resolution No. 2024-027 and LTA Resolution No. 2024-026 on June 24, 2024 establishing appropriations limits for the OCTA General Fund at \$15,204,784 and the Local Transportation Authority (LTA or Measure M2 Fund) at \$2,297,865,800. The total amount authorized to be expended by the OCTA General Fund and LTA Fund from tax proceeds and interest from tax proceeds is \$7,023,797 and \$474,792,340 respectively. Both appropriations fall within the limits set by the Gann Initiative.

Based on historic trends and future projections, it appears that 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 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 2024-25 appropriation limits are on the following pages.



**RESOLUTION No. 2024-027 OF THE
ORANGE COUNTY TRANSPORTATION AUTHORITY - GENERAL FUND
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2024-25**

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 2024-25 is \$15,204,784.
2. The total amount authorized to be expended by the Orange County Transportation Authority - General Fund during fiscal year 2024-25 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$7,023,797.
3. The appropriations limit for fiscal year 2024-25 exceeds proceeds of taxes for fiscal year 2024-25 by \$8,180,987.

ADOPTED, SIGNED, AND APPROVED this 24th day of June 2024.

AYES: Vice Chair Chaffee and Directors Do, Dumitru, Federico, Foley, Harper, Hennessey, Jung, Khan, Klopfenstein, Sarmiento, Stephens, Tettermer, and Wagner

NOES: None

ABSENT: Chair Nguyen and Directors Aitken and Amezcua

ATTEST:



 Gina Ramirez
 Assistant Clerk of the Board



 Doug Chaffee, Vice Chair
 Orange County Transportation Authority

OCTA Resolution No. 2024-027



**RESOLUTION No. 2024-026 OF THE
ORANGE COUNTY LOCAL TRANSPORTATION AUTHORITY/MEASURE M2
ESTABLISHING APPROPRIATIONS LIMIT FOR
FISCAL YEAR 2024-25**

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 2024-25 is \$2,297,865,800.
2. The total amount authorized to be expended by the Orange County Local Transportation Authority/Measure M2 during the fiscal year 2024-25 from the proceeds of taxes, including interest earned from the investment of the proceeds of taxes, is \$474,792,340.
3. The appropriations limit for fiscal year 2024-25 exceeds proceeds of taxes for fiscal year 2024-25 by \$1,823,073,460.

ADOPTED SIGNED AND APPROVED this 24th day of June 2024.

AYES: Vice Chair Chaffee and Directors Do, Dumitru, Federico, Foley, Harper, Hennessey, Jung, Khan, Klopfenstein, Sarmiento, Stephens, Tettermer, and Wagner

NOES: None

ABSENT: Chair Nguyen and Directors Aitken and Amezcua

ATTEST:

Gina Ramirez
Assistant Clerk of the Board

Doug Chaffee, Vice Chair
Orange County Local Transportation Authority

OCLTA Resolution No. 2024-026



**RESOLUTION OF THE BOARD OF DIRECTORS FOR
THE ORANGE COUNTY TRANSPORTATION AUTHORITY
APPROVING AN OPERATING AND CAPITAL BUDGET
FISCAL YEAR 2024-25**

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 \$1,756.6 million for fiscal year 2024-25;

WHEREAS, said Chief Executive Officer and staff did conduct a public workshop before the Board of Directors on May 13, 2024, in the Board Chambers, at which time the proposed budget was considered;

WHEREAS, a public hearing was conducted on June 10, 2024, 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, 2024 through June 30, 2025, is hereby approved, a copy of which is on file with the Clerk of the Board.
2. The Clerk of the Board shall certify the passage and approval of this resolution, and it shall thereupon be in full force and effect.

ADOPTED, SIGNED, AND APPROVED this 24th day of June 2024.

AYES: Vice Chair Chaffee and Directors Do, Dumitru, Federico, Foley, Harper, Hennessey, Jung, Khan, Klopfenstein, Sarmiento, Stephens, Tettemer, and Wagner

NOES: None

ABSTAIN: None

ABSENT: Chair Nguyen and Directors Aitken and Amezcua

ATTEST:

Gina Ramirez
Assistant Clerk of the Board

Doug Chaffee, Vice Chair
Orange County Transportation Authority

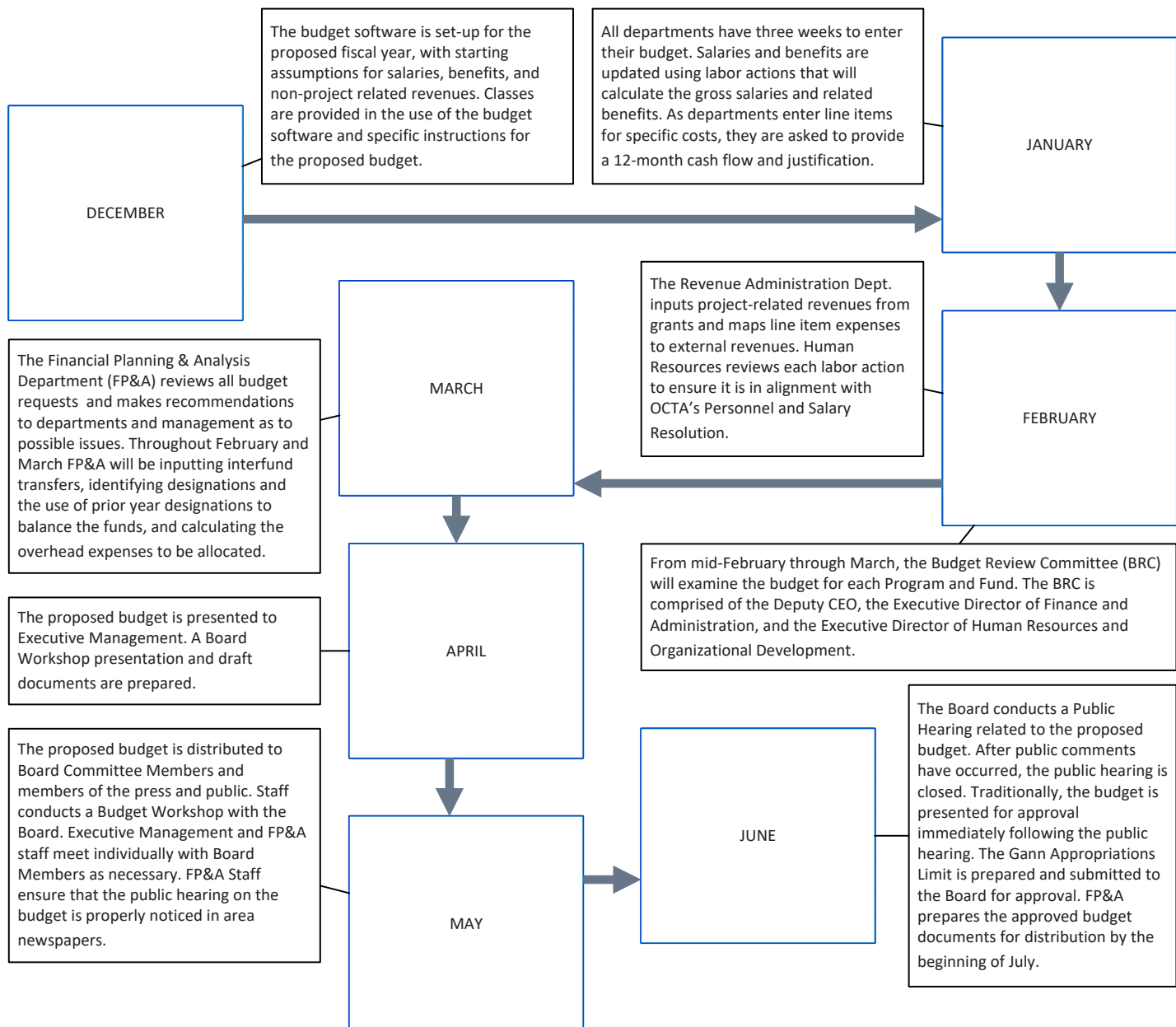
OCTA Resolution No. 2024-021



Budget Calendar

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

Altogether, budget preparation takes approximately seven months. Work typically begins with revenue projections in December and culminates in June with a Public Hearing and Board approval of the budget. The budget calendar is outlined below.





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 and 91 Express Lanes. Special Revenue and Capital Project Funds are used to account for revenue sources restricted by regulation or Board policy. Expendable trust funds account for money set-aside in special accounts by the Board to subsidize such services as bus operations.

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

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

Budget Policy

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

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

fers 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. Apart from accounts that have been encumbered, appropriations lapse at year-end.

OCTA's Debt Policy

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

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

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



Basis of Accounting

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

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

Principal and interest on general long-term debt are recorded when payment is due. Those revenues susceptible to accrual are sales taxes collected and held by the state at year-end on behalf of OCTA, intergovernmental revenues, interest revenue, and fines and fees. Property taxes are considered available if they are collected within 60 days after year-end.

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

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

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

OCTA's Reserve Policy

The Orange County Transportation Authority operates programs whose revenues can be greatly impacted during times of economic uncertainty or recession. These decreases in revenue can stem from reduced sales tax revenue, reduced fare or toll revenue, or less support from Federal or State sources. As a result, OCTA has a history of maintaining reserves implemented through its CBP and annual budget process.

OCTA operates three programs: Bus, 91 Express Lanes, and Motorist Services, that are reliant on stable revenue sources and are most immediately impacted during periods of economic uncertainty. Decreases in revenue can produce immediate impacts to their ability to fund operating and capital requirements. As a result, operating and capital reserves can help mitigate the impacts to service levels and the funding of capital projects during times of economic uncertainty. In preparation for future economic downturns, OCTA has formalized a reserve policy for the three programs. The Reserve Policy addresses three reserve categories within each of the programs. The three reserve categories are: operating, capital, and debt.

Each year, OCTA sets aside operating funds for future capital expenditures to support the transit system. The process of establishing the set-aside involves analyzing



ing available grant revenues and capital requirements over the next 20 years to determine the amount that needs to be set-aside in the upcoming budget year.

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

*California Society of Municipal
Finance Officers*

Certificate of Award

***Operating Excellence
Fiscal Year 2023-2024***

Presented to the

Orange County Transportation Authority

For meeting the criteria established to achieve a CSMFO Award in Budgeting.

January 29, 2024



J. Lee

*Rich Lee
2023 CSMFO President*

James Russell-Field

*James Russell-Field, Chair
Recognition Committee*

Dedicated to Excellence in Municipal Financial Reporting



Appendix

Cash Flow Statement - Bus Program

(millions)	2023-24	2024-25	2025-26	2026-27	2027-28	2032-33	2037-38	2042-43
Beginning balance	\$ 705.1	574.8	605.0	586.1	730.6	1002.5	879.9	428.3
Cash flows from operating activities:								
Sources of funds:								
Sales tax revenue	166.3	210.8	224.2	253.8	275.9	357.3	365.0	436.8
Passenger fares	38.4	42.0	45.7	46.1	46.4	48.3	50.2	52.2
Property tax revenue	18.4	19.4	20.5	21.7	23.0	30.4	40.2	53.2
California Senate Bill 1 oper.	35.4	0.0	0.0	0.0	0.0	23.8	23.8	23.8
COVID Stimulus oper.	0.0	11.2	12.0	2.8	0.0	0.0	0.0	0.0
Miscellaneous revenues	4.3	4.3	4.3	4.4	4.4	4.5	4.6	4.7
Advertising revenue	2.7	3.3	3.4	3.5	3.6	3.7	3.7	3.7
Alternative Fuel Tax Credit	3.6	1.8	0.0	0.0	0.0	0.0	0.0	0.0
State transit assistance fund	51.3	53.0	54.5	56.8	55.2	31.3	31.3	31.3
Total sources of funds	\$ 320.3	345.8	364.7	389.1	408.4	499.4	518.8	605.6
Cash flows from operating activities:								
Uses of funds:								
Salaries and benefits	145.2	159.2	169.1	176.7	184.5	197.1	237.0	294.2
Purchased transportation services	109.6	122.4	129.0	136.8	144.2	173.5	199.2	231.3
Administrative service expense	49.9	54.5	59.4	64.2	69.3	95.1	131.9	179.5
Maintenance, parts and fuel	29.2	34.2	34.7	36.5	38.4	46.3	55.7	61.8
Professional services	23.9	24.6	25.6	26.5	27.5	31.1	35.0	39.4
General and administrative	5.4	5.5	5.7	5.9	6.1	6.9	7.7	8.6
Other operating expense	6.8	7.0	7.3	7.6	8.0	9.1	10.3	11.7
Total uses of funds	\$ 370.0	407.4	430.9	454.4	478.0	559.1	676.9	826.5
Net cash provided by operations	\$ (49.7)	(61.6)	(66.2)	(65.3)	(69.5)	(59.7)	(158.1)	(220.9)
Operating grants								
Federal formula grant 5307	63.6	69.8	73.8	78.0	81.9	94.1	109.8	128.7
Federal formula grant 5310	3.5	3.6	3.6	3.7	3.8	4.2	4.7	5.3
CMAQ	0.3	5.4	5.4	0.0	0.0	0.0	0.0	0.0
Operating transfers in								
Measure M	2.9	3.2	3.5	3.5	3.6	3.7	3.9	4.0
Rail feeder	2.4	2.5	2.5	2.6	2.7	3.1	3.6	4.1
Net cash provided by noncapital financing activities	\$ 72.7	84.4	88.9	87.8	91.9	105.2	121.9	142.1
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	21.4	158.9	47.9	111.3	22.0	24.3	27.0	30.0
Acquisition/construction of capital assets	(203.7)	(178.2)	(111.8)	(9.0)	(28.8)	(45.0)	(32.5)	(171.7)
Net cash used by capital and related financing activities	\$ (182.3)	(19.3)	(63.9)	102.3	(6.8)	(20.6)	(5.5)	(141.7)
Cash flows from investing activities:								
Interest on investments	29.1	26.6	22.4	19.6	22.6	22.6	19.7	9.2
Net cash provided by investing activities	\$ 29.1	26.6	22.4	19.6	22.6	22.6	19.7	9.2
Net increase/decrease in cash	\$ (130.3)	30.1	(18.8)	144.4	38.2	47.4	(21.9)	(211.3)
Available cash	\$ 574.8	605.0	586.1	730.6	768.8	1049.9	858.0	217.0



Cash Flow Statement - Rail

(millions)	2023-24	2024-25	2025-26	2026-27	2027-28	2032-33	2037-38	2042-43
Beginning balance	\$ 253.1	266.4	280.6	290.9	299.6	202.8	67.3	(182.8)
Cash flows from operating activities:								
Sources of funds:								
Measure M2 sales tax (Project R)	44.3	45.8	47.5	48.9	50.3	60.4	72.2	0.2
Federal operating revenue	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7
Miscellaneous revenue	26.1	2.9	1.0	1.1	1.1	1.2	1.3	1.5
TIRCP	0.0	26.0	27.0	28.1	29.2	0.0	0.0	0.0
Fare Revenue	11.9	12.5	12.8	13.8	14.1	15.7	17.5	19.6
Total sources of funds	\$ 92.0	97.0	98.1	101.5	104.4	87.0	100.8	31.0
Cash flows from operating activities:								
Uses of funds:								
Subsidy to SCRRRA	62.6	65.6	67.1	72.1	73.6	82.0	91.6	102.4
Management fee expense	3.4	3.7	4.0	4.3	4.7	6.4	8.9	12.1
Professional services	7.1	7.6	7.8	7.5	7.8	8.5	9.5	10.7
Repayment of Proposition 116 Funds	3.4	3.5	3.6	3.7	3.9	4.5	5.2	0.0
Other operating expenses	2.4	2.5	2.5	2.6	2.6	3.1	3.6	4.0
Total uses of funds	\$ 78.9	82.9	85.0	90.2	92.6	104.5	118.7	129.2
Net cash provided by operations	\$ 13.1	14.1	13.1	11.3	11.8	(17.5)	(18.0)	(98.2)
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	24.2	22.5	39.7	13.6	20.0	12.7	44.8	15.8
TIRCP	0.0	32.3	33.6	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(32.2)	(63.0)	(83.1)	(22.2)	(38.6)	(22.4)	(55.7)	(28.0)
Principal & interest paid on TECP/bonds	(1.0)	(1.4)	(2.0)	(2.0)	(2.0)	(2.0)	(2.0)	0.0
Net cash used by capital and related financing activities	\$ (9.0)	(9.6)	(11.8)	(10.6)	(20.5)	(11.7)	(12.9)	(12.2)
Cash flows from investing activities:								
Interest on investments	9.3	9.7	9.0	8.0	8.1	3.8	0.9	0.0
Net cash provided by investing activities	\$ 9.3	9.7	9.0	8.0	8.1	3.8	0.9	0.0
Net increase/decrease in cash	\$ 13.3	14.2	10.4	8.7	(0.7)	(25.4)	(30.0)	(110.4)
Available cash	\$ 266.4	280.6	290.9	299.6	299.0	177.4	37.4	(293.2)



Cash Flow Statement - Measure M2

(millions)	2023-24	2024-25	2025-26	2026-27	2027-28	2032-33	2037-38	2040-41
Beginning balance	\$ 796.1	722.1	852.4	951.0	978.3	1,752.5	661.5	729.1
Sources of funds:								
Sales tax revenue	449.5	467.1	485.9	503.5	520.1	616.5	723.2	594.1
Bond proceeds	-	-	-	-	-	-	-	-
Interest	23.1	21.9	21.2	17.9	17.1	28.3	46.1	64.5
Other revenues (private, local, state, & fed. funding)	514.6	191.9	145.2	195.6	162.1	37.0	2.9	-
Total sources of funds	\$ 987.2	680.9	652.3	717.0	699.3	681.7	772.3	658.6
Debt service								
Gross debt service on TECP/bonds	49.2	49.2	49.8	49.8	49.7	49.6	49.5	49.4
Total debt service payments	49.2	49.2	49.8	49.8	49.7	49.6	49.5	49.4
Program expenditures								
Freeway projects	633.3	220.3	234.4	355.6	325.8	402.1	244.4	274.7
Streets & roads projects	126.6	132.0	145.5	156.8	178.2	178.1	210.6	158.0
Transit projects	224.6	120.6	96.2	99.3	103.3	314.3	187.8	150.6
Environmental cleanup	8.5	8.8	7.2	6.9	10.8	9.6	17.0	18.8
Taxpayer safeguards & audits	8.2	8.5	8.9	9.2	9.5	11.2	13.2	10.8
Non-project related expenditures	10.8	11.2	11.7	12.1	12.5	14.8	17.4	14.3
Total program expenditures	1,012.0	501.5	503.9	639.9	640.0	930.2	690.3	627.2
Net cash provided by operations	\$ (74.0)	130.3	98.7	27.3	9.6	(298.1)	32.4	(18.1)
Available cash	\$ 722.1	852.4	951.0	978.3	987.9	1,454.3	693.9	711.1



Cash Flow Statement - 91 Express Lanes

(millions)	2023-24	2024-25	2025-26	2026-27	2027-28	2032-33	2037-38	2042-43
Beginning balance	\$ 260.6	266.8	299.2	308.0	231.0	61.6	116.5	204.3
Cash flows from operating activities:								
Sources of funds:								
Toll revenue	49.8	54.2	58.5	55.4	67.5	73.4	87.7	101.8
Non-Toll Revenue	4.9	5.0	5.1	5.2	5.3	5.9	6.6	7.4
Total sources of funds	\$ 54.7	59.2	63.6	60.6	72.8	79.3	94.3	109.2
Cash flows from operating activities:								
Uses of funds:								
Management fee expense	3.8	4.1	4.5	4.9	5.2	7.2	10.0	13.6
Professional services	11.2	11.8	12.1	12.3	12.6	14.0	15.7	17.5
General and administrative	1.2	1.7	1.8	1.8	1.8	2.0	2.3	2.5
Other operating expenses	5.7	5.4	5.5	5.6	5.7	6.4	7.1	8.0
Total uses of funds	\$ 21.9	23.0	23.8	24.6	25.4	29.7	35.1	41.7
Net cash provided by operations	\$ 32.7	36.2	39.8	36.0	47.4	49.6	59.2	67.6
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(27.3)	(6.0)	(32.4)	(113.2)	(110.8)	(55.0)	(49.1)	(45.0)
Bond proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Principal & interest paid on bonds	(10.3)	(8.1)	(8.0)	(8.0)	(8.1)	0.0	0.0	0.0
Net cash used by capital and related financing activities	\$ (37.6)	(14.0)	(40.5)	(121.2)	(118.8)	(55.0)	(49.1)	(45.0)
Cash flows from investing activities:								
Interest on investments	1.8	1.2	1.1	0.9	1.1	0.9	1.0	1.2
Interest from capital replacement fund	9.4	9.2	8.5	7.5	3.9	1.0	2.4	4.4
Net cash provided by investing activities	\$ 11.2	10.4	9.6	8.4	5.0	1.8	3.4	5.6
Net increase/decrease in cash	\$ 6.3	32.6	9.0	(76.8)	(66.4)	(3.6)	13.5	28.2
Available cash	\$ 266.9	299.3	308.1	231.2	164.6	58.0	130.0	232.4



Appendix

Cash Flow Statement - SAFE

(millions)	2023-24	2024-25	2025-26	2026-27	2027-28	2032-33	2037-38	2041-42
Beginning balance	\$ 1.9	2.2	2.3	2.5	2.6	2.9	3.4	3.8
Cash flows from operating activities:								
Sources of funds:								
Freeway Service Patrol	11.2	11.1	12.3	12.6	13.2	15.4	18.2	20.8
Callbox	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Total sources of funds	\$ 14.2	14.1	15.2	15.5	16.2	18.4	21.2	23.8
Cash flows from operating activities:								
Uses of funds:								
Salaries and benefits	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Management fee expense	1.3	1.4	1.5	1.6	1.7	2.4	3.3	4.2
Professional services	12.2	12.7	13.6	13.9	14.4	15.9	17.8	19.5
General and administrative	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other operating expenses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total uses of funds	\$ 13.4	14.0	15.1	15.5	16.2	18.3	21.1	23.8
Net cash provided by operations	\$ 0.8	0.0	0.1	0.0	0.1	0.0	0.1	0.1
Cash flows from capital and related financing activities:								
Capital grants/other capital revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Acquisition/construction of capital assets	(0.7)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Net cash used by capital and related financing activities	\$ (0.7)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Cash flows from investing activities:								
Interest on investments	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Net cash provided by investing activities	\$ 0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Net increase/decrease in cash	\$ 0.3	0.1	0.2	0.1	0.1	0.1	0.1	0.1
Available cash	\$ 2.2	2.3	2.5	2.6	2.7	3.0	3.5	3.9

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**550 South Main Street
P.O. Box 14184
Orange, CA 92863-1584**



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