

OCTA Title VI Report | **2018**

Part VI

Other (Non-Route Specific) Comments:

- Employees of Dayle McIntosh Center sent a petition in protest to the cuts being proposed as these cuts will negatively impact the disability community in terms of presenting barriers to employment, education, medical appointments and other life activities. Many fixed-route bus route passengers with disabilities will be left with no means of transportation. Existing ACCESS users will also be impacted, as the nature of their disabilities make walking for extended distances both hazardous and in some cases, completely impossible. Request OCTA reconsider proposed cuts. If cuts are to be made, reconsider cutting the frequency of the routes in question rather than eliminating them completely. South Orange County pays taxes too and they deserve to have transportation services.
- Customer suggests OCTA implement another service that replicates ACCESS service yet is available to all. If the 2016 proposal goes into effect, there would be several passengers who are left without any available transportation. Having such as service would help.
- Caller would like to make sure ACCESS service remains the same considering OCTA wants to eliminate Route 26 in the area of Yorba Linda. OCTA should be more considerate of the ACCESS customers as they would have to walk a long distance in order to schedule their rides.
- Irvine resident and parent of son with disabilities who relies greatly on using OCTA buses for commuting to jobs and other needs is greatly concerned about the possible elimination of bus routes by OCTA. This will greatly affect the livelihood of my son and many others like him who count on a stable transportation system in Orange County. Reconsider plans to reduce bus routes in Orange County.

4. City, School and Employer Outreach

a. City Feedback

Comments have been received from several Orange County cities through paper mail and email, including:

- City of Anaheim
- City of Fountain Valley
- City of Fullerton
- City of Laguna Niguel
- City of San Clemente

Copies of the letters are attached.



City of Anaheim
DEPARTMENT OF PUBLIC WORKS

January 14, 2016

Mr. Darrell Johnson, CEO
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, California 92863-1584

Subject: Letter of Support – 2016 OCTA Bus Service Plan

Dear Mr. Johnson:

Thank you for the opportunity to review the proposed 2016 OCTA Bus Service Plan, which is proposed to optimize the efficiency and effectiveness of the overall Orange County bus system. City staff supports the proposed plan service enhancements as Anaheim is a high-demand transit area which will benefit from faster, more frequent, and more convenient bus service. In particular, the proposed plan includes the following changes which will better meet the transportation needs of residents and employees:

- Route 30 (Orangethorpe Avenue) – Frequency within Anaheim west of State College Boulevard will improve from 45 to 15 minutes during weekday peak and midday. Between State College Boulevard and Tustin/Rose, bus frequency will improve from 45 to 30 minutes during weekday peak and midday.
- Route 35 (Brookhurst Street) – Frequency within Anaheim will improve during weekdays peak periods from 30 to 15 minutes and midday from 40 to 15 minutes.
- Route 37 (Euclid Street) – Frequency within Anaheim will improve during weekdays peak periods from 30 to 15 minutes and midday from 40 to 30 minutes.
- Route 50 (Katella Avenue) – Service west of ARTIC will improve during weekdays peak periods from 25 to 15 minutes and midday from 35 to 30 minutes. Service east of ARTIC will be improved midday from 35 to 30 minutes.
- Route 71 (Tustin Avenue) – Frequency within Anaheim will improve during weekdays peak and midday periods from 45 to 30 minutes.

200 S. Anaheim Blvd., Suite 270
Anaheim, California 92805

TEL (714) 765-5178
FAX (714) 765-5225

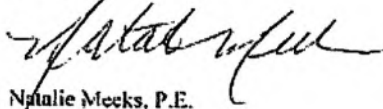
www.artic.net

- Route 529/29 (Beach Boulevard) – New BRAVO! route from Fullerton Park & Ride to Goldenwest Transportation Center with 12 minute peak and 18 minute off-peak service.

Thank you for proposing more frequent service along Anaheim's busy transit corridors.

Should you have any questions, please contact me at 714-765-4530 or NMeecks@anaheim.net.

Sincerely,



Natalie Meeks, P.E.
Public Works Director

C: Paul Emery, City Manager
Jamie Lai, Traffic and Transportation Manager
Project File



CITY OF FOUNTAIN VALLEY

www.fountainvalley.org

10200 SLATER AVENUE • FOUNTAIN VALLEY, CA 92706-4736 • (714) 593-4400, FAX: (714) 593-4498

January 4, 2016

Chairman J Lalloway

RECEIVED
CED OFFICE

DJohnson KPhipps

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LLarson DSimpson

EBurton KMortazavi

JBeil BMCormick

ERogers DPhu

RTeano FILE

Mr. Jeffrey Lalloway
Chairman of the Board of Directors
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange, CA 92883-15-84

Re: Proposed OC Bus 360 plan

Dear Mr. Lalloway,

I am writing in response to the letter we received on December 1, 2015, notifying the City about the upcoming January 25, 2016, public hearing on the proposed changes in bus service outlined in the OC Bus 360 plan. It is our understanding that the intent of this plan is to add, increase, reduce and/or eliminate bus services to optimize the efficiency and effectiveness of the overall bus system. It is also our understanding that the proposed changes to the bus system in the City of Fountain Valley municipal boundaries would result in the elimination of a loop from the local fixed route 37 in Fountain Valley and stopping service on Route 76 entirely.

In the late summer of 2014, the City of Fountain Valley entered a contract with a planning firm to develop a specific plan for a 155-acre light industrial district that is bordered by Talbert Avenue to the north, Ellis Avenue to the south, Ward Street to the west, and the Santa Ana River to the east (see attached map). The intent of the specific plan is to provide a new vision and zoning for the district to create a vibrant, walkable, mixed use, transit oriented district in this highly traveled area. To help fund this specific plan development, the City applied for and received \$200,000 for the Compass Blueprint grant from SCAG. The specific plan has since been named the Fountain Valley Crossings Specific Plan and is nearing completion of the administrative draft as well as the EIR.

The proposed Fountain Valley Crossings Specific Plan will include a Land Use Element, Infrastructure Element, and Implementation, Financing, and Phasing Elements to help revitalize this light industrial area while respecting existing, thriving businesses. The Specific Plan would promote reinvestment with a mix of uses including retail, office, and residential land uses and provide facilities and streetscapes that encourage community gathering. As envisioned, enhancement of this area will result in reinvestment to become a core area for civic, commercial,

and neighborhood activities for the City. The Specific Plan would guide this future reuse of the existing industrial business park land uses, addressing the type, location, intensity, and design of buildings, as well as transportation and public infrastructure improvements.

The proposed OC Bus 360 plan that eliminates the loop from the local fixed route 37 and stops service on Route 76 entirely would reduce the public transit/traffic reduction amenities of the mixed use district that is to be created through the Fountain Valley Crossings Specific Plan. Route 37 currently loops through the middle of the specific plan area and provides access to points in north Orange County. While we understand that the proposed change under OC Bus 360 plan would increase the peak hour service, the nearest stop will be at the corner of the 155-acre specific plan area, resulting in a walk for riders that is longer than many will be willing to make. The proposed elimination of Route 76 entirely would be an even bigger impact to people who live, work and visit the Fountain Valley Crossings Specific Plan area. Route 76 is currently the only east – west route service near the specific plan area. Furthermore, Route 76 serves major stops such as Beach Blvd, South Coast Plaza, John Wayne Airport, and Fashion Island. The loss of this service will be detrimental to the mixed use, traffic reducing environment we are trying to foster. While we understand that OCTA must ensure that its services are as effective and efficient as possible to maximize best of use of limited resources, we ask that you seriously consider the impacts to the Fountain Valley Crossings Specific plan and the City of Fountain Valley.

Thank you for your consideration. Should OCTA have any questions, please contact Matt Mogensen, Planning and Building Director, at (714) 593-4426..

Sincerely,



Cheryl Brothers
Mayor

Cc: City Council
City Manager
Public Works Director



CITY OF FULLERTON

Office of the Mayor and City Council

CITY COUNCIL

Mayor, Jennifer Fitzgerald
Mayor Pro Tem, Jan M. Flory
Doug Chaffee
Greg Seaborn
Bruce Whitaker

January 19, 2016

Ms. Lori Donchak
OCTA Board Chair
Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92683-1584

On behalf of the City Council of the city of Fullerton, I am pleased to offer Fullerton's support of OCTA's Proposed 2016 Bus Service Plan (OCBus 360) and your efforts to optimize the efficiency and effectiveness of the overall bus system. Specifically, OCBus 360 has identified service frequency increases for four higher-demand routes serving Fullerton along key corridors linking residential neighborhoods to shops, services, places of employment and educational institutions: the #26 on Commonwealth, the #30 on Orangethorpe, the #35 on Brookhurst, and the #37 on Euclid.

In The Fullerton Plan – the comprehensive update to the general plan adopted in 2012 – the City recognized that the provision of transportation alternatives both enables mobility and enhances the quality of life. Our Mobility policies support making transit a more convenient option and viable transportation mode. Working with OCTA to improve coverage of transit service through increased service frequency is one of the stated short-term actions identified in The Fullerton Plan. Furthermore, the City's adopted Legislative Platform supports increased funding for local transit projects.

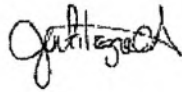
We do understand that the Bus Service Plan seeks to reallocate existing funding, thus proposing to eliminate lower demand routes. Where this is occurring, we encourage OCTA to continue to work with the relevant jurisdictions and destinations to either identify alternative routes and/or develop suitable transportation alternatives relative to the demand so that the reduction of single occupant vehicle trips can occur.

THE EDUCATION COMMUNITY

303 West Commonwealth Avenue, Fullerton, California 92832-1775
(714) 738-6311 • Fax (714) 738-6758 • council@cityoffullerton.com • www.cityoffullerton.com

We appreciate the continued opportunity work collaboratively with OCTA in support of our complementary efforts to keep people moving and provide increased viable choices for daily transportation.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Fitzgerald". The signature is fluid and cursive, with the first name "Jennifer" and last name "Fitzgerald" clearly distinguishable.

Jennifer Fitzgerald
Mayor



CITY OF LAGUNA NIGUEL

Public Works/Engineering

30111 Crown Valley Parkway • Laguna Niguel, California 92677

Phone/949.362.4337 Fax/949.362.4385

CITY COUNCIL

Laurie Davies

Elaine Gennawey

Jerry McCloskey

Fred Minagar

Jerry Slusiewicz

December 29, 2015

Ms. Andrea West
OCTA
P.O. Box 14184
Orange, CA 92863-1584

Subject: OCTA 2016 Bus Service Plan

Dear Ms. West:

Thank you for the opportunity to comment on the OCTA 2016 Bus Service Plan. We understand that your agency is planning on re-balancing the service routes to provide more frequent service to high performing areas while reducing or eliminating service from the under-performing lines.

In the workshops that the City staff attended and also the feedback that we have received from bus service patron, there is concern from individuals who have special needs and the existing bus lines seem to be the only available mode of transportation for them. We would like to encourage your service planners to address the transportation needs of those who have been regular users as you look to reduce or discontinue service along some routes.

For our part in Laguna Niguel, we will submit a Project V application to the OCTA to work on establishing a local transit service to address the needs of the community. We expect a local trolley/shuttle service will provide a great transportation alternative to many users.

Please contact me at Nabbaszadeh@cityoflagunaniguel.org or 949/362-4377 with any questions or comments you may have.

Sincerely,

Nasser Abbaszadeh, PE
Public Works Director/City Engineer



Office of Mayor and City Councilmembers
Phone: (949) 361-8322 Fax: (949) 361-8283
Website: <http://san-clemente.org>
E-mail: CityCouncil@san-clemente.org

Robert 'Bob' Baker, Mayor
Kathy Ward, Mayor Pro Tem
Tim Brown, Councilmember
Lori Donchak, Councilmember
Chris Hamm, Councilmember
James Makshanoff, City Manager

January 5, 2016

Darrell Johnson, Chief Executive Officer
OCTA
550 South Main Street
PO Box 14184
Orange, CA 92863

Subject: Proposed 2016 Bus Service Plan

Dear Mr. Johnson:

We appreciate the opportunity to review and provide comment to OCTA's Proposed 2016 Bus Service Plan. The plan proposes reallocating resources from low performing routes to high-demand markets while pursuing new travel options to serve lower demand areas.

In San Clemente, the 2016 Proposed Bus Service Plan proposes the elimination of the following two fixed route bus routes due to low ridership numbers:

- Route 191, Mission Viejo to San Clemente
- Route 193, San Clemente

We are concerned about the proposed elimination of fixed bus routes 191 and 193 in San Clemente. The elimination of these two fixed bus routes impacts San Clemente transit users including San Clemente residents who utilize the bus as their sole mode of transportation for work or school. This translates into the full elimination of fixed bus route transit services east of Interstate 5 (I-5) in San Clemente with exception of small portion of Route 1 on Camino Del Los Mares near I-5.

Also, the proposed bus route elimination impacts elderly and handicapped persons in San Clemente who use the associated OCTA ACCESS service provided within ¾ mile from a fixed bus route. The proposed plan does not provide any details or timeframes on alternative services for backfilling lost transit services. We request OCTA to directly address solutions for this loss of mobility to elderly/handicapped persons prior to making any changes.

Rather than completely eliminating these routes that service San Clemente, we encourage OCTA to look at other options such as new ways to increase ridership that include marketing and incentives. We respectfully request your support to have OCTA formulate a more detailed plan in cooperation with our neighboring South County cities, which considers all transit-related programs for our review and comment in advance of the OCTA Board taking action. While considering bus route changes, please look at options to streamline routes to have fewer stops and better service times to reflect transit use. Also, please consider route changes to address the opening of the Outlets at San Clemente which creates about 1,000 new jobs and will attract millions of visitors per year, and the continued access for the elderly/handicapped to Saddleback Memorial Medical Center.

We thank you for your consideration and support in helping ensure public transit is available to residents and visitors of San Clemente and all of South Orange County.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Baker", with a stylized, flowing script.

Bob Baker,
Mayor

cc: City Council
Dave Simpson, OCTA

b. School and Employer Outreach

Comments have been received from several Orange County schools and employers through email and phone call, including:

- Erin Long, Student Development Officer at Saddleback College:

School was contacted twice regarding distribution of materials to their employees/faculty about the upcoming community meetings to review the Proposed 2016 Bus Service Plan. OCTA spoke with Erin Long, Student Development Officer, on how to best disseminate information to students, employees and faculty.

- Students – posters on campus and social media
- Employees and faculty – eblast

An eblast with meeting notice and link to the plan's website were sent to distribute to employees and faculty. OCTA provided a special poster highlighting specific changes on routes near Saddleback to post around campus and information to distribute through social media.



A meeting is scheduled on February 3, 2016, with the President to discuss the Proposed 2016 Bus Service Plan.

- Kathy Apps, Principal at Middle College High School:
Many of our students arrive to school and back home again by OCTA buses. One particular route that is of concern that you are considering to eliminate is the Route 51 bus. Please reconsider your proposed elimination of this line, as such elimination of the line will also eliminate the only mode of transportation to school for many high school and college students.
- Mary J. Hibbard, Principal at Rancho Alamitos High School:
This new proposed bus plan would not affect many of our student in a negative way. Overall this new route seems to be more efficient.
- Carl J. Martinez, Principal at Whittier Christian High School:
I would say that we have very few if any students that use public transportation and instead rely upon our several bus routes.

- Robert F. Cunard, Principal at Magnolia High School:
These changes would not appear to impact the students and staff at Magnolia High School, so far as I can tell.
- Rick Lopez, Principal at Valencia High School:
We do not foresee any major issues with the proposed changes but appreciate the opportunity to provide input.
- Nick Stephany, Principal at Foothill High School:
I do not foresee any major issues with the change made. It increases the service within the Tustin School District boundaries. We have very few students that come to us from north of Chapman Avenue.
- Michael P. Brennan, Principal at Servite High School:
From what I saw, I do not think it would have an impact. I believe there will still be a stop at Euclid Street/La Palma Avenue. My request would be to continue having a stop at Euclid Street/La Palma Avenue going both north and south.
- Grant Dawdy, Manager of Transportation Demand Management at Disneyland:
It appears to be positive for Disneyland cast members. They specifically appreciate enhanced service on Route 50 between Knott and Anaheim RTIC since it is one of the most used route sections by cast members. Some, whom live beyond the anchor points, will experience increased average weights but that will be minor. They have not heard any specific feedback from cast members though as they rarely voice their opinions to them on issues like this.
- Tiffany Nguyen, Employee Transportation Coordinator at Orange County Sanitation District:
Overall she thought it would have a positive impact due to the peak headway being reduced to 15 minutes for any employees who would take the bus. She felt that they don't have many employees who take the bus so it won't have a major benefit however.

5. Public Hearing

January 25, 2016 – OCTA Headquarters
Participants: Approximately 200; Speakers: 65

Sixty-five speakers, from 24 Cities, provided comments at a Public Hearing on January 25, 2016. Minutes will be available February 22, 2016 at the web link cited below. The general sentiment from the Public hearing was consistent with comments heard throughout the public involvement Process including concerns related to:

- route elimination
- service coverage
- ACCESS impacts
- connections to south Orange County, colleges and schools
- east-west connections in west Orange County

6. Web Links to Meeting Minutes and Comment Matrix

The links below are for the following meetings and documents.

- Comment Matrix -

octa.net/Bus2016Comments

- Outreach Calendar -

octa.net/Bus2016Outreach

- Minutes from four Community Meetings –

octa.net/Bus2016Meetings

- Minutes from Public Hearing –

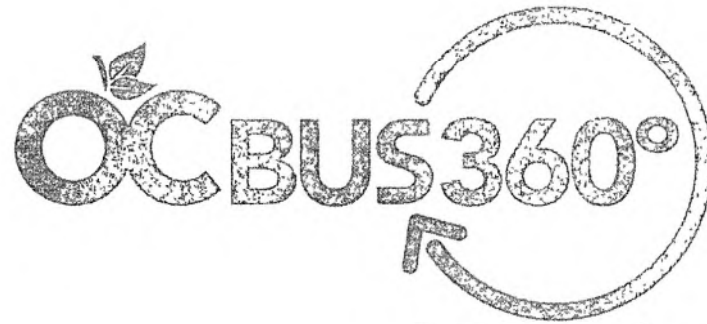
octa.net/Bus2016PublicHearing (available on February 22,2016)

Title VI Service Equity Analysis Summary

EXISTING SERVICE															PROPOSED SERVICE PLAN														
Route	Population (within 1/4 mi)	Low Income %	Minority %	Trips (Annually)	People-Trips	Low Income People-Trips	Minority People-Trips	Population (within 1/4 mi)	Low Income %	Minority %	Trips (Annually)	People-Trips	Low Income People-Trips	Minority People-Trips															
20 La Habra - Yorba Linda (Current)	31,891	18.6%	58.6%	2,265	73,189,845	12,165,865	42,863,715	0	0	0	0	0	0	0															
261 Buena Park - Yorba Linda (Current)	51,638	26.7%	59.8%	5,873	302,791,825	80,754,422	181,155,625	0	0	0	0	0	0	0															
262 Buena Park - Yorba Linda (Proposed)	0	0	0	0	0	0	0	44,400	28.4%	63.6%	8,935	358,714,000	116,729,527	252,235,050															
263 Buena Park - Yorba Linda (Current)	27,924	33.5%	66.5%	2,805	78,326,820	28,266,304	52,102,875	0	0	0	0	0	0	0															
265 Buena Park - Yorba Linda (Proposed)	0	0	0	0	0	0	0	27,024	33.9%	66.5%	3,060	85,447,440	28,854,190	56,830,500															
286 La Habra - Huntington Beach (Current)	102,038	29.4%	67.0%	7,140	728,551,320	214,209,691	487,933,320	0	0	0	0	0	0	0															
286 La Habra - Huntington Beach (Proposed)	0	0	0	0	0	0	0	100,056	29.6%	67.5%	11,985	1,198,171,160	354,617,812	809,838,435															
295 Buena Park - Huntington Beach (Current)	90,298	30.3%	67.2%	7,140	644,727,720	195,368,099	433,012,440	0	0	0	0	0	0	0															
30 Cerritos - Anaheim (Current)	48,092	30.5%	71.8%	5,885	282,059,580	85,921,759	202,518,450	0	0	0	0	0	0	0															
30 Cerritos - Anaheim (Proposed)	0	0	0	0	0	0	0	48,092	30.9%	71.8%	6,670	416,957,640	127,014,774	299,375,100															
35 Fullerton - Huntington Beach (Current)	75,669	27.1%	67.9%	8,685	658,922,265	178,647,287	447,355,865	0	0	0	0	0	0	0															
35A Fullerton - Huntington Beach (Proposed)	0	0	0	0	0	0	0	88,396	28.9%	68.2%	5,450	816,158,700	236,073,218	566,765,650															
35S Fullerton - Huntington Beach (Proposed)	0	0	0	0	0	0	0	69,409	28.4%	72.4%	2,295	159,283,655	45,288,376	115,337,520															
37 La Habra - Fountain Valley (Current)	72,356	23.1%	76.7%	8,824	638,169,920	185,943,376	489,917,304	0	0	0	0	0	0	0															
37 La Habra - Costa Mesa (Proposed)	0	0	0	0	0	0	0	79,887	29.4%	76.6%	14,170	1,132,717,773	333,256,604	667,258,535															
47 Fullerton - Newport Beach (Current)	110,277	35.3%	77.4%	19,780	2,181,279,080	770,786,209	1,687,293,340	0	0	0	0	0	0	0															
47 Fullerton - Newport Beach (Proposed)	0	0	0	0	0	0	0	110,277	35.3%	77.4%	12,956	1,384,527,735	489,242,712	1,070,979,185															
47A Fullerton - Newport Beach (Proposed)	0	0	0	0	0	0	0	110,867	35.2%	77.0%	4,705	521,828,235	183,706,508	401,661,145															
50 Long Beach - Orange (Current)	49,835	29.4%	68.8%	9,435	470,193,225	138,063,015	323,422,365	0	0	0	0	0	0	0															
50L Long Beach - Orange (Proposed)	0	0	0	0	0	0	0	49,835	29.4%	68.8%	5,660	482,007,150	141,794,448	332,163,510															
50S Goldenrod - ARTIC (Proposed)	49,186	34.1%	87.9%	7,160	352,171,760	120,025,065	309,641,360	0	0	0	0	0	0	0															
54 Garden Grove - Orange (Current)	60,884	24.6%	66.0%	10,710	748,457,840	183,938,521	493,977,330	0	0	0	0	0	0	0															
54L Garden Grove - Orange (Proposed)	0	0	0	0	0	0	0	27,352	30.9%	77.4%	3,060	83,687,120	25,639,122	64,810,800															
54S Garden Grove - Orange (Proposed)	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
60L Long Beach - Tustin (Current)	76,332	33.1%	77.5%	12,750	973,233,000	322,539,224	754,328,250	0	0	0	0	0	0	0															
60L Long Beach - Tustin (Proposed)	0	0	0	0	0	0	0	68,989	24.5%	66.1%	5,435	650,811,215	159,507,245	430,141,650															
60S Long Beach - Tustin (Current)	69,823	35.0%	81.3%	10,200	710,154,800	248,383,633	577,138,400	0	0	0	0	0	0	0															
60S Long Beach - Tustin (Proposed)	0	0	0	0	0	0	0	55,724	28.2%	71.9%	5,435	525,755,940	148,242,202	377,986,665															
71 Yorba Linda - Balaia (Current)	75,540	24.4%	54.8%	7,045	532,179,300	130,082,401	291,599,595	0	0	0	0	0	0	0															
71 Yorba Linda - Costa Mesa (Proposed)	0	0	0	0	0	0	0	64,294	26.0%	81.0%	10,815	682,480,810	177,381,752	416,054,925															
72 Sunset Beach - Tustin (Current)	52,282	24.1%	64.7%	5,591	292,196,842	70,531,246	189,070,847	0	0	0	0	0	0	0															
72 Sunset Beach - Tustin (Proposed)	0	0	0	0	0	0	0	76,332	33.1%	77.5%	4,335	330,899,220	109,663,338	256,471,605															
76 Huntington Beach - Newport Beach (Current)	48,667	20.5%	51.7%	4,590	214,155,630	43,899,806	110,600,310	0	0	0	0	0	0	0															
76 Huntington Beach - Newport Beach (Proposed)	0	0	0	0	0	0	0	69,823	35.0%	81.3%	8,180	639,139,140	223,527,270	519,422,760															
79 Tustin - Newport Beach (Current)	58,135	19.1%	52.5%	7,915	468,053,525	89,436,719	245,768,665	0	0	0	0	0	0	0															
79 Tustin - Newport Beach (Proposed)	0	0	0	0	0	0	0	46,342	22.2%	54.6%	10,720	496,786,240	110,362,197	271,076,640															
82L Mission Viejo - Rancho Santa Margarita (Current)	37,833	8.6%	36.0%	1,275	48,237,075	4,153,486	17,350,200	0	0	0	0	0	0	0															
82S Mission Viejo - Rancho Santa Margarita (Current)	38,860	8.7%	36.1%	2,087	77,285,420	6,896,713	27,908,973	0	0	0	0	0	0	0															
82 Mission Viejo - Rancho Santa Margarita (Proposed)	0	0	0	0	0	0	0	21,220	9.2%	38.0%	3,825	81,166,500	7,469,920	30,818,025															
85 Mission Viejo - Dana Point (Current)	40,802	11.2%	27.0%	7,046	287,490,892	32,189,773	77,703,288	0	0	0	0	0	0	0															
85 Mission Viejo - Laguna Niguel (Proposed)	0	0	0	0	0	0	0	28,768	9.4%	29.5%	4,080	117,373,440	11,035,704	34,509,840															
87 Rancho Santa Margarita - Laguna Niguel (Current WE)	28,616	13.3%	34.8%	624	17,856,384	2,371,850	6,238,752	0	0	0	0	0	0	0															
145 Santa Ana - Costa Mesa (Current)	49,937	36.7%	68.5%	6,969	349,549,063	128,264,057	309,480,765	0	0	0	0	0	0	0															
150 Santa Ana - Costa Mesa (Proposed)	0	0	0	0	0	0	0	80,683	34.5%	89.3%	4,335	349,674,105	120,745,949	312,102,660															
167 Anaheim - Irvine (Current WE)	43,704	19.0%	56.7%	1,100	48,074,400	9,131,908	27,281,100	0	0	0	0	0	0	0															
167 Anaheim - Irvine (Current)	57,557	17.0%	56.2%	3,825	220,156,525	37,360,215	123,784,650	0	0	0	0	0	0	0															
167 Anaheim - Irvine (Proposed)	0	0	0	0	0	0	0	54,604	19.9%	56.0%	3,825	208,860,300	41,606,282	114,993,000															
172 Huntington Beach - Costa Mesa (Current)	38,632	15.1%	39.7%	3,670	137,880,540	20,883,503	54,708,680	0	0	0	0	0	0	0															
173 Huntington Beach - Costa Mesa (Current)	50,475	21.5%	44.9%	4,335	231,814,125	40,834,331	104,152,710	0	0	0	0	0	0	0															
175 Irvine (Current)	49,498	22.7%	49.4%	3,825	189,329,850	47,981,154	93,574,800	0	0	0	0	0	0	0															
178 Huntington Beach - Irvine (Current WE)	33,811	17.3%	38.9%	572	18,338,882	3,340,987	7,525,232	0	0	0	0	0	0	0															
187 Laguna Hills - Dana Point (Current)	48,177	10.3%	29.6%	2,040	94,201,060	9,722,447	27,876,600	0	0	0	0	0	0	0															
188 Laguna Hills - Irvine (Current)	37,333	14.0%	38.4%	2,295	85,679,235	11,973,079	32,896,825	0	0	0	0	0	0	0															

Title VI Service Equity Analysis Summary

Route	EXISTING SERVICE										PROPOSED SERVICE PLAN									
	Population (within 1/4 mi)	Low Income %	Minority %	Trips (Annually)	People-Trips	Low Income People-Trips	Minority People-Trips	Population (within 1/4 mi)	Low Income %	Minority %	Trips (Annually)	People-Trips	Low Income People-Trips	Minority People-Trips						
191 Mission Viejo - San Clemente (Current)	32,082	20.8%	32.3%	6,130	198,662,660	40,930,895	63,476,150	0			0	0	0	0						
193 San Clemente Local (Current)	9,793	14.9%	28.9%	3,570	34,950,300	5,196,964	9,369,100	0			0	0	0	0						
200SB Santa Ana - Lake Forest Express (Current)	25,502	44.6%	81.3%	510	13,008,020	5,891,652	11,875,175	0			0	0	0	0						
206SB Santa Ana - Lake Forest Express (Proposed)				0	0	0	0	25,502	27.4%	64.3%	1,020	26,012,040	7,137,329	16,728,000						
208NB Santa Ana - Lake Forest Express (Current)	26,566	34.2%	73.9%	510	13,648,660	4,834,847	10,019,081	0			0	0	0	0						
208NB Santa Ana - Lake Forest Express (Proposed)	0			0	0	0	0	26,566	27.1%	64.7%	1,275	33,871,950	9,186,831	21,923,625						
211 Seal Beach - Irvine Express				0	0	0	0	7,187	14.0%	51.8%	3,060	22,022,820	3,088,547	11,416,860						
211AM Seal Beach - Irvine Express (Current)	20,722	13.2%	48.9%	510	10,568,220	1,393,515	4,960,770	0			0	0	0	0						
211PM Seal Beach - Irvine Express (Current)	17,434	13.1%	45.6%	765	13,337,010	1,750,381	6,077,160	0			0	0	0	0						
529 Buena Park - Huntington Beach (Proposed)	0			0	0	0	0	43,027	32.6%	77.2%	12,750	548,594,250	178,770,276	423,682,500						
560L Long Beach - Santa Ana (Proposed)	0			0	0	0	0	38,178	37.9%	81.8%	6,865	282,856,530	99,819,401	215,142,480						
560S Long Beach - Santa Ana (Proposed)	0			0	0	0	0	32,017	42.6%	89.8%	6,865	220,437,045	93,876,137	197,895,565						
767AM Diamond Bar - Santa Ana Express (Current)	27,362	44.1%	83.6%	255	6,977,310	3,079,695	5,849,700	0			0	0	0	0						
757PM Diamond Bar - Santa Ana Express (Current)	27,163	43.6%	83.6%	510	13,648,000	6,033,502	11,577,510	0			0	0	0	0						
758AM Chino - Irvine Spectrum Express (Current)	5,520	10.6%	46.5%	510	2,815,200	299,304	1,308,170	0			0	0	0	0						
758PM Chino - Irvine Spectrum Express (Current)	5,758	10.1%	45.7%	510	2,936,960	297,038	1,341,510	0			0	0	0	0						
TOTAL	1,910,251			197,548	12,464,617,485	3,525,272,059	11,256,095,076	1,973,808			282,720	12,472,390,285	3,725,787,038	11,416,860	1,973,808					
Percent Person Trips						28%	67%						30%	71%						
						Low-Income	Minority						Low-Income	Minority						



Innovating from every angle

**Proposed 2016 Fare Policy Adjustments
Public Involvement Program
Final Report
October 21, 2016**

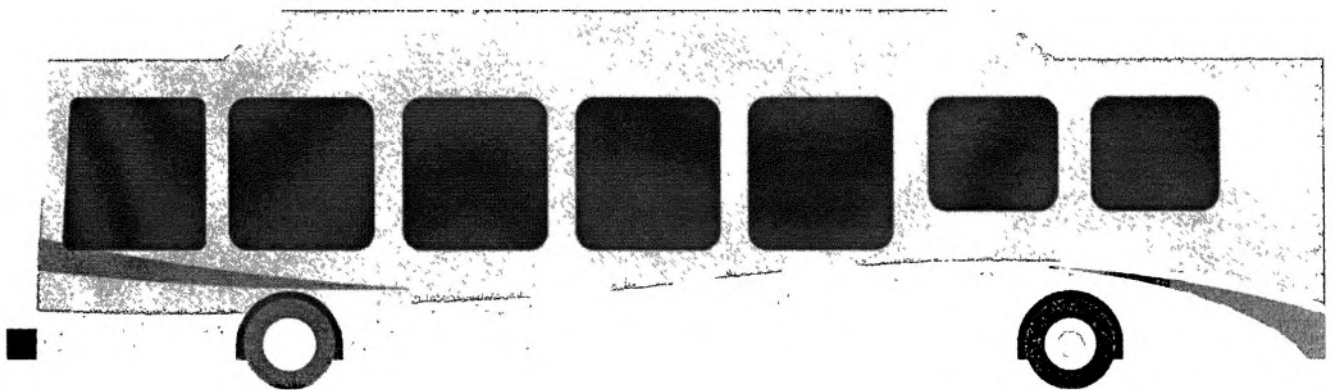


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INTRODUCTION AND OVERVIEW

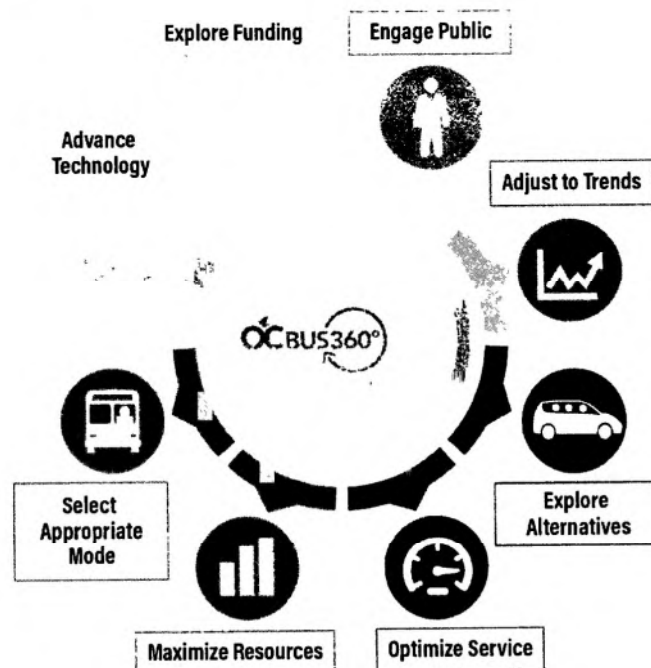
As part of OC Bus 360°, a plan to improve bus service from all angles, the Orange County Transportation Authority (OCTA), wanted to evaluate its fare policy and sought public input on proposed adjustments, which included:

- Reduce Day Pass fare from \$5 to \$4 (six-month promotional period approved)
- Eliminate underutilized passes (5-Rides and 7-Day)
- Recategorize and increase fares on express services (200 and 700 routes)
- Implement zone-based ACCESS fares
- Enforce reduced fare eligibility requirements at point of sale

Changes to OCTA's fare policy were proposed based on an independent evaluation by consultant CH2M and evaluated by OCTA staff.

In August 2016, the Proposed Fare Policy Adjustments Plan was released for public review. An outreach program was conducted which included public meetings in Laguna Hills, Anaheim, and Santa Ana, a public hearing held during an OCTA Board of Directors meeting in Orange, and many other outreach efforts designed to share the fare proposals and gather feedback.

Comments have been compiled and are being submitted to the OCTA Board of Directors for review as part of this report.



PUBLIC INFORMATION & OUTREACH PROGRAM

1. Public Notification

a. Print Advertisements

7 newspaper ads for Community Meeting Notices:

- OC Register, Excelsior, Miniondas, Nguoi Viet Daily News (2), Korea Times, and Chinese World Journal

2 newspaper ads for Public Hearing Notice:

- OC Register and Unidos

3 Bus Advertisements and Collateral

- 1,800 Interior Bus Cards - English, Spanish & Vietnamese (600 each language)
- 35,000 Public Notice Multilingual Brochures with comment card in English, Spanish & Vietnamese
- 10,000 of Second Public Notice Multilingual Brochures with comment card in English, Spanish & Vietnamese

4 Mailings

- 12,500 ACCESS customers

5 Electronic Media

- OCTA website in English, Spanish & Vietnamese, including an online survey
- 5,964 emails/one email
- 6,600 "On The Move" e-News distribution/two e-News articles
- Facebook posts and ads

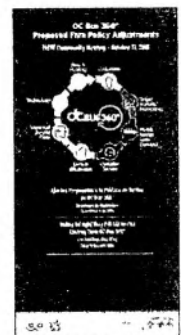
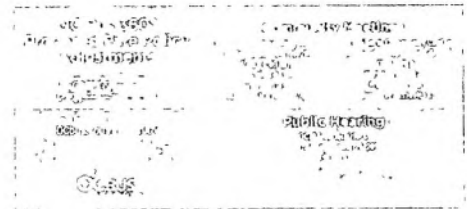
6 Press Releases

Four press releases were distributed:

- Aug. 23: OCTA Drops Day Pass Fare
- Sept. 14: Public Asked to Weigh In on Proposed Fare Policy Adjustments
- Sept. 26: Public Input Leads Board to Change Fare Policy Proposal
- Oct. 12: Santa Ana Community Meeting to Give Public Another Chance to Weigh In on Fare Policy

7 Transit Ambassadors

To share information about the October 2016 Service Change and the Proposed Fare Policy Adjustments Plan, staff was stationed at stops and rode on buses affected by route changes and eliminations.



8 Street Team Outreach

To share information about the Proposed Fare Policy Adjustments Plan and encourage ridership, the OC Street Teams held 23 events in Hispanic and Vietnamese communities.

9 (714) 636-RIDE Hotline

Information about the Proposed Fare Policy Adjustments Plan was shared with Customer Information Center staff.

10 Local Jurisdiction Communication

- Email about the plan and community meeting dates to all local jurisdiction public information officers (PIOs) for distribution via city communication tools
- Email and social information to City of Laguna Hills for distribution
- Email and social information to the City of Anaheim for distribution
- Email in Spanish to the City of Santa Ana for distribution

2. Public Outreach Meetings

a. Community Meetings

- Laguna Hills Community Center in Laguna Hills – 9/20/16
- Brookhurst Community Center in Anaheim – 9/21/16
- Rancho Santiago Community College District Office in Santa Ana – 10/18/16

b. OCTA Public Committees and Nonprofit Serving the Disabled

- Citizens Advisory Committee – 6/21/16
- Special Needs Advisory Committee – 7/26/16
- Diverse Community Leaders Meeting – 9/14/16
- Regional Center of Orange County – 9/13/16

c. Public Hearing at OCTA Headquarters – 9/26/16

WHAT WE LEARNED

Executive Summary

Following extensive public outreach, a total of 278 comments were received at community meetings, the public hearing, OCTA public committee meetings, online, by mail and phone. Detailed information about those comments is included in this report.

Of the more than a quarter of the responses received, 27 percent, were compliments and expressions of satisfaction with OC Bus service.

Customers were most vocal concerning the proposal to implement a zone-based fare plan for ACCESS customers that would have increased the cost for the longest paratransit trips. Nearly 22 percent of respondents spoke out against this proposal. After listening to the concerns of ACCESS customers at the public hearing, the OCTA Board of Directors removed this proposal from consideration. The OCTA Board of Directors also requested that a third community meeting be added to give the public greater opportunity to provide feedback, and an additional meeting was added in Santa Ana.

Approximately 21 percent of responses were unrelated to the Proposed Fare Policy Recommendations Plan. Slightly more than 12 percent objected to changing the price of express service routes, and about 5 percent were opposed to eliminating underutilized passes. About 1 percent commented negatively about enforcing fare eligibility at point of sale.

Proposed Fare Policy Adjustments as of 10/17/16 Total of Online, Mail, Comment System & Community Meetings Combined

Comments	Compliments	Oppose ACCESS Zone Fare	Oppose Elimination of Underutilized Passes	Oppose Higher Express Fares	Oppose Requiring Eligibility Status at Point-of-sale	No Comment Response	Other Non-related	Totals
Mail	60	29	0	3	1	23	39	155
Online Surveys	14	11	10	22	2	8	19	86
OCTA Comments System	0	5	4	7	0	0	0	16
Community Meetings (9/20 & 21,10/18)	0	3		2			2	7
Public Hearing (9/26)	1	13						14

Totals	75	61	14	34	3	31	60	278
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WHAT WE LEARNED

Comments by Mail Summary

12,500 brochures were mailed to ACCESS customers. A total of 155 comments cards were received back. Comments are summarized below.

- 39% complimented services
- 25% were non-fare related issues
- 19% opposed implementing zone-based ACCESS fares
- 15% had no comment

Comments from Online Surveys

A special OCTA webpage was launched in English, Spanish & Vietnamese, including an online survey. A total of 86 customers completed the survey. Comments are summarized below.

- 27% opposed increasing fare on Express Services
- 22% were non-fare related issues
- 16% complimented services
- 13% opposed implementing zone-based ACCESS fares
- 12% opposed the elimination of underutilized passes (5-Rides and 7-Day passes)

Comments from OCTA Comments System

A total of 16 customers inquired via the OCTA Comments System (C3). Comments are summarized below.

- 44% opposed increasing fare on Express Services
- 31% opposed implementing zone-based ACCESS fares
- 25% opposed the elimination of underutilized passes (5-Rides and 7-Day passes)

Community Meetings

A total of 14 customers participated in three community meetings. Seven public comments were recorded. Comments at each meeting are summarized below.

- **September 20, 2016 – Laguna Hills Community Center**
Participants: 4 Speakers: 3

Comments:

1. Is OCTA reducing the senior bus fares?
2. Asked about ACCESS fare structure; concerned about the 100% increase in new fares

3. ACCESS customers are low income; concerned about doubling fares, fewer fixed bus routes available for ACCESS, and additional costs for same-day taxi. ACCESS is treated like a 'step-child'

- **September 21, 2016 – Brookhurst Community Center, Anaheim**

Participants: 8 Speakers: 2

Comments:

1. Worried about entire route price even when going a short distance
2. Pay by distance would benefit students and businesses for shorter trips and would increase ridership

- **October 18, 2016 – Rancho Santiago Community College District Office, Santa Ana**

Participants: 2 Speakers: 2

Comments:

1. Reduce the express route fares
2. Opposed increases to express route fares

OCTA Public Committees and Local Nonprofit Serving the Disabled

A total of five community members participated in three OCTA Public Committee meetings. A presentation was also provided at the Regional Center of Orange County, a local nonprofit serving the disabled. Comments at each meeting are summarized below

- **Citizens Advisory Committee**

A presentation regarding the Proposed Fare Policy Adjustments was made to the Citizens Advisory Committee at its meeting on June 21, 2016.

No comments were received however members indicated they would share information with their various constituencies.

- **Special Needs Advisory Committee**

A presentation regarding the Proposed Fare Policy Adjustments was made to the Special Needs Advisory Committee at its meeting on July 26, 2016.

Comments:

1. Suggested using miles instead of zones to calculate ACCESS fares
2. Stated that the ACCESS zone fare would be very detrimental to many low-income seniors
3. ACCESS zone fare would isolate people in San Clemente even more than they already are
4. ACCESS individuals are low income and will not be able to go anywhere at all

5. Seniors make trips to doctors, grocery store and other places and already pay \$3.60 for each trip
6. Suggestion to charge 1½ times for three zones.

- **OCTA Diverse Community Leaders Meeting**

A presentation regarding the Proposed Fare Policy Adjustments was made to the Diverse Community Leaders Meeting at its meeting on September 14, 2016.

No comments were received however members indicated they would share information with their various constituencies.

- **Regional Center of Orange County**

A presentation regarding the Proposed Fare Policy Adjustment was made to the Regional Center of Orange County on September 13, 2016. The Regional Center is a local non-profit serving the disabled community.

No comments were received however staff indicated they would share information with clients.

Public Hearing

September 26, 2016 – OCTA Headquarters

Participants: 14 Speakers: 14

A presentation regarding the Proposed Fare Policy Adjustment was made during a public hearing at a meeting of OCTA Board of Directors on September 26, 2016.

Comments:

1. Same day taxi will add double the trips and cost to use. It takes a lot of coordination and stamina. Also, do not do zone based fares, it will increase prices for people who are low income
2. I'm on a fixed income and cannot afford the zone based fares. Do not implement it.
3. The 3 zones will have a significant impact on many seniors and disabled.
4. There is a discrepancy on the proposed fare policy. You are lowering regular ridership but increasing ACCESS. Also, instead of zone based fares it should be mileage based.
5. The ACCESS increase is nothing but greed. We are on fixed income and already struggling. You don't care about people and are being greedy.
6. The ACCESS fare increase is going to affect my budget and I don't appreciate it. Our disability pay didn't increase and it's hard for us to find a job. I'm really concerned about my choices.

7. I'm in a wheelchair and my only option is ACCESS. I can't take Uber or Lyft or any other ridesharing service. Forty percent (40%) of riders are disabled. There are two facilities, one in the north and one in the south zone and we travel between these two offices. We will end up paying double the fare. You are public transportation and need to help people in need. Do mileage based like LA.
8. I'm on a fixed income and the proposed ACCESS fare is way too much for me to try to foot and I speak on behalf of many.
9. I'm from Dayle McIntosh Center, an independent living center for the disabled. The proposed ACCESS fare increase will be a hardship for those on limited incomes. Currently the average cost for ACCESS is about \$144 a month. Increasing to double that will be a hardship for those on limited average incomes of \$850. Besides the financial impact there will be a social aspect as well.
10. Saying that ACCESS trips are discretionary is wrong. Was this question asked of fixed bus route users? It doesn't seem fair that you would do that to people with disabilities. Many facilities are in North County, we are being penalized for where we live. Maybe it should be mileage based or a flat \$5 fee.
11. I'm on a fixed income and because of my disability I can't find a job. Raising ACCESS prices is going to really cut me off. I don't misuse the service, I've been grateful. But we are little people, you are big people. Don't do this to us.
12. We disabled people need your sympathy, not indifference. Doubling the ACCESS fare is too much and will scare people off. Do a flat \$5 rate like the other person stated.
13. Have more bus service.
14. I've been riding ACCESS for 4 years. The rate increase is not for everyone, only 3 percent. We should thank you for the great service. Yes, doubling the price is a lot but it's still a pretty good deal.



Orange County Transportation Authority

Title VI Fare Equity Analysis

May 2017

Introduction

The Orange County Transportation Authority (OCTA) is responsible for providing coordinated, effective and accountable transportation planning and public transportation services within Orange County. Since its formation in 1991, OCTA has kept residents and commuters moving throughout the 34 cities and unincorporated areas of Orange County.

In July 2015, OCTA contracted with a consultant team to conduct an evaluation of OCTA's fare policy. The selected consultant team, CH2M, developed a series of recommendations which were then evaluated by OCTA. OCTA is now recommending a set of changes to improve fare policy based on the goals of increasing ridership, improving the customer experience, minimizing the impact to fare revenue, encouraging fare simplicity, and enhancing equity.

OCTA is proposing the following fare changes to improve fare policy:

- reduction in price for the day pass
- elimination of underutilized passes
- re-categorization and equitable fare adjustment for express services
- enforcement of reduced fare eligibility at the point of sale

As part of the process of implementing fare changes, OCTA is required to comply with Federal Transit Administration (FTA) Title VI guidelines by completing a fare equity analysis to determine if any of the fare proposals result in disproportionately high and/or adverse effects on minority and low-income populations.

Title VI Background

As a recipient of financial assistance from the FTA, OCTA is required to act in accordance with Title VI of the Civil Rights Act of 1964, specifically FTA Circular 4702.1B. In order to comply with the FTA circular, OCTA shall evaluate fare changes at the planning and programming stages to determine whether they have a disparate impact on minority riders or disproportionate burden on low-income riders through a fare equity analysis.

Definition of Title VI Disparate Impact and Disproportionately High Adverse Effects

Disparate impact refers to facially neutral policies or practices that have the effect of disproportionately excluding or adversely affecting members of a group protected by Title VI.

Pursuant to FTA Circular 4702.1B, a disproportionate burden is defined as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations, and any findings of disproportionate burden requires evaluation of alternatives in order to mitigate burdens when practical.

It is OCTA's responsibility to comply with all of the objectives set forth in the Circular 4702.1B and to meet the requirements in establishing policies which mitigate disparate impacts and evaluate impact of fare changes to minority and low-income populations.

OCTA has established a policy in which a disparate impact will be considered if the increase in fare product for minority and/or low-income populations is greater than 10 percent (statistically significant) compared to non-minority and/or non-low-income.

Title VI Public Engagement & Outreach

Public Engagement

The public engagement and outreach activities related to the proposed fare adjustments have been ongoing. The results of the fare study conducted by CH2M were shared at a series of OCTA committee and Board of Director's meetings. See list of meeting dates noted below.

Date	CH2M's Fare Study Recommendations Presented
4/13/2016	Finance and Administration Committee Meeting
4/14/2016	Transit Committee Meeting
5/9/2016	Board of Director's Meeting

After thoroughly reviewing CH2M's recommendations, OCTA's internal staff committee, called the Fare Policy Committee (FPC) reached agreement on a key set of recommendations to implement. The FPC reviews the impact to all of the fare media and makes recommendations to OCTA Executive Management. The FPC is comprised of a cross-section of employees from the Finance and Administration, External Affairs, and Transit divisions. In addition to financial considerations, the FPC considers operational impacts to dwell times, customer impacts, logistical impacts, requirements of the Measure M Fare Stabilization Program, and marketing issues. These recommendations were presented at the following meetings:

Date	OCTA's Fare Policy Recommendations Presented
8/10/2016	Finance and Administration Committee Meeting
8/11/2016	Transit Committee Meeting
8/22/2016	Board of Director's Meeting
9/26/2016	Board of Director's Meeting - Public Hearing
11/9/2016	Finance and Administration Committee Meeting
11/28/2016	Board of Director's Meeting

Outreach

A public involvement plan was developed and implemented to create awareness of the proposed changes to OCTA's fare policy and to solicit feedback. Public notices appeared in several local newspapers including: the OC Register, Excelsior, Miniodas, Nguoi Viet, Korea Times, and Chinese World Journal. Staff also provided information cards on buses, 45,000 collateral pieces that included comment cards, as well as 12,500 pieces of mail, and 5,964 emails that were sent directly to customers.

Staff created a webpage to inform the public of the proposed changes and upcoming community meetings, as well as to solicit feedback. OCTA's transit ambassadors shared information about the proposed fare changes during their support of the October service changes, and the OC Street Team also held 23 events in minority communities to share information about the proposed fare changes and to encourage ridership.

Also, staff conducted community open house meetings on the proposed changes in Laguna Hills on September 20, Anaheim on September 21, Santa Ana on October 18, and held a public hearing at the September 26, 2017 Board meeting. Additionally, several meetings were held with OCTA public committees and interest groups.

Since the proposed changes were presented to the public through various outreach efforts, a total of 278 public comments have been received. Of the 278 comments received, 166 of the comments were either complimentary of OCTA services, provided comments not related to the proposed fare changes, or provided no comment. The remaining 112 comments opposed some element of the proposed fare changes. The breakdown of the comments is provided in the table below.

Comment	Total
Complimented OCTA services	75
Comment not related to proposed fare changes	60
Response did not provide comments	31
Subtotal	166
Opposed changes to ACCESS fares	61
Opposed higher Express fares	34
Opposed elimination of underutilized passes	14
Opposed requiring eligibility status at the point of sale	3
Subtotal	112
Total Comments	278

Fare Equity Technical Analysis

Data Sources

The demographic data used for this analysis was acquired over a two year period as part of OCTA's On-Board Origin-Destination Survey program.

The on-board survey used for this analysis was conducted from October 14, 2012 to February 8, 2014, and targeted bus trips starting between 6:00am and 3:00pm. Two survey personnel were deployed each weekday on various bus routes to distribute questionnaires. Every passenger 13 years of age and older received a questionnaire which was printed double-sided in both English and Spanish.

Of all the surveys distributed, a total of 15,214 were returned. Of those, approximately 12,287 were fully completed surveys.

Methodology

The disparate impact analysis conducted by OCTA was developed utilizing data from a variety of sources including the fare study from CH2M, as well as OCTA's on-board survey, ridership survey, ridership data, fare revenue, and sales records. The data provided a foundation that enabled OCTA staff to assess the impact of proposed fare adjustments.

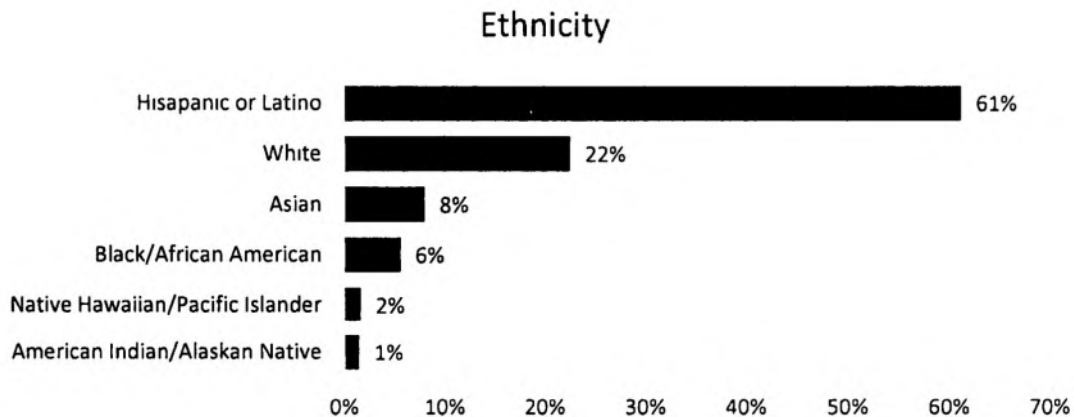
OCTA gathered customer data at the lowest level of detail utilizing an on-board survey. In the survey, respondents were asked about detailed ridership behavior by fare media type, origin, and destination; then respondents disclosed ethnic and income information so the survey data could be aggregated and analyzed accordingly. Pass sales, ridership, and survey data were compiled and allocated to produce a demographic profile of OCTA's customers.

Another method used in this fare equity analysis was to analyze ridership and boardings data for the 2016 fiscal year. Boardings information is collected regularly on all OCTA bus routes through the on-board fare box. Combined with the on-board survey data, this allowed OCTA staff to complete disparate impact analysis of proposed fare changes on minorities and low-income persons. For a proposed fare increase or decrease, staff totaled the number of survey respondents who utilize the affected fare media or bus route and identified as one of the minority groups or non-minority groups, and low-income group or non-low-income groups. These numbers were compared to the total respondents for fare media or bus route to identify percentages of minority or low-income riders that might be affected compared to non-minority and non-low-income riders.

OCTA Ridership Demographic Profile

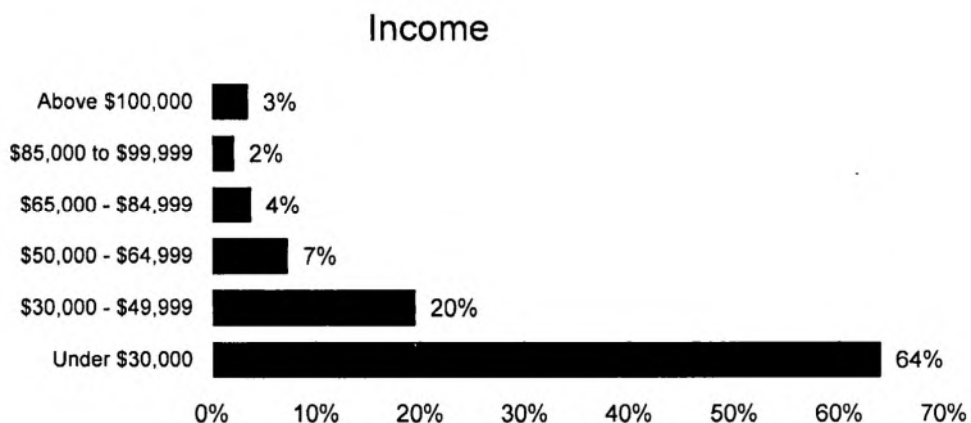
OCTA ridership is predominately minority based, with 78 percent of ridership comprised of Hispanic/Latino, Asian, Black/African American, Native Hawaiian/Pacific Islander, and American Native/Alaskan Native (see Chart 1 on the following page).

Chart 1



Low-income populations have been defined as those individuals with an income at or below the “very-low” income threshold (\$33,750) for Orange County per the California Housing and Community Development Department’s State Income Limits for 2015. For this analysis the definition equates to an Orange County rider with an annual income of less than \$30,000. This represents 64 percent of OCTA’s ridership population (see Chart 2 below).

Chart 2



Goals for Fare Adjustment

The fare changes are primarily driven by the fare policy goals which include:

- Increasing ridership
- Improving the customer experience
- Minimizing the impact to fare revenue
- Encouraging fare simplicity
- Enhancing equity

Reduction in Price for the Day Pass

Explanation

In support of OCTA's efforts to increase ridership on the fixed-route system, a reduction in the price of the Day Pass from \$5.00 to \$4.00 for a six-month promotional period is one of the suggested fare changes. Day Pass boardings currently represent 36 percent of OCTA's fixed-route boardings; therefore, a reduction in the price will benefit a significant number of riders. In addition, a reduction in the price of the Day Pass does not impact the base fare.

Analysis of Potential Adverse Effects

Based on the on-board survey data, 82.78 percent of day passes are purchased by minorities, compared to 17.22 percent purchased by non-minorities. Also, low-income riders purchased 72.53 percent of the day passes compared to non-low-income riders, at 27.47 percent. The dollar discount is the same for both groups, however because a higher proportion of minorities use the day pass it will be a greater benefit to this group. Based on a proposed \$1.00 reduction in the price of a day pass, the percent change for minorities would be 56.07 percent compared to 43.93 percent for non-minorities (average fare decrease for minority group divided by the total average fare decrease of minority group and non-minority group). Therefore, no disparate impact was found.

A higher proportion of low-income riders use the day pass compared to non-low-income riders. The \$1.00 decrease would equate to a 59.66 percent change for low-income riders and a 40.34 percent change for non-low-income riders. This means the decrease in the cost of a day pass is a greater benefit for low-income riders, and therefore no disproportionate burden was found (see Chart 3 below).

Chart 3

Proportion of Minority and Low-Income Riders Utilizing Day Pass								
Survey Information								
Fare Type	Minority	Percent Minority	Non-Minority	Percent Non-Minority	Low-Income	Percent Low-Income	Non-Low-Income	Percent Non-Low Income
Day Pass (#)	2,966	82.78%	617	17.22%	2,313	72.53%	876	27.47%
Total Pass Sales (#)	10,782	79.02%	2,863	20.98%	7,857	64.10%	4,401	35.90%

Fare Information					Average Fare Change			
Fare Type	Current Fare	Proposed Fare	Fare Change	Percent Fare Change	Minority	Non-Minority	Low-Income	Non-Low-Income
Day Pass	\$ 5.00	\$ 4.00	\$ (1.00)	-20%	\$ (2,966.00)	\$ (617.00)	\$ (2,313.00)	\$ (876.00)
Average Fare Decrease Per Pass for All Passes Sold					\$ (0.28)	\$ (0.22)	\$ (0.29)	\$ (0.20)
Percent Decrease					56.07%	43.93%	59.66%	40.34%
Percent Variance					12.14%		19.32%	
Disparate Impact or Disproportionate Burden?					No		No	

Elimination of Underutilized Passes

Explanation

Utilizing 2016 boardings data by fare media collected, along with demographic information from the on-board survey, staff was able to identify two underutilized fare passes, not only for a specific ethnic or income group, but all OCTA customers. To encourage simplicity in OCTA's fare policy, staff proposes to eliminate the 5 Ride Pass and the 7 Day Pass. Today, both of the passes in total account for only one percent of systemwide pass usage. Eliminating these passes would simplify OCTA's fare structure and would eliminate the cost of production.

Analysis of Potential Adverse Effects

Based on 2016 data for total systemwide boardings by pass type, the 5 Ride Pass accounted for only 0.23 percent of systemwide boardings, or 100,011 boardings, and the 7 Day Pass accounted for only 0.77 percent of systemwide boardings, or 334,532 boardings, respectively (see Chart 4 below).

Chart 4

Boardings by Pass Type	Boardings	Percent of Total
5 Ride Pass	100,011	0.23%
7 Day Pass	334,532	0.77%

Looking further at the 2016 boardings that utilized the 5 Ride Pass, and using our 2014 on-board survey figures for ethnicity and income levels, we applied those demographic profiles to the 2016 boardings data.

Based on this information, only 0.18 percent of all 2016 boardings using the 5 Ride Pass represented minority persons compared to 0.05 percent for non-minority persons. The difference between minority and non-minority usage is not statistically significant, therefore no disparate impact was found.

For analysis by income levels, results are similar. 5 Ride Pass boardings by low-income persons represented 0.15 percent of 2016 total boardings, compared to 0.08 percent for non-low-income persons (see Chart 5 below). This is not a statistically significant difference, therefore no disproportionate burden was found.

Chart 5

Proportion of Minority and Low-Income Riders Utilizing 5 Ride Pass								
Ridership Information								
Boardings by Fare Type	Minority	Percent Minority	Non-Minority	Non-Minority	Low-Income	Low-Income	Non-Low-Income	Non-Low-Income
5 Ride Pass	77,591	77.58%	22,420	22.42%	63,910	63.90%	36,101	36.10%
Total Systemwide		0.18%		0.05%		0.15%		0.08%
Percent Variance	0.13%				0.07%			
Disparate Impact or Disproportionate Burden?	No				No			

For the 7 Day Pass, minority riders represented 0.60 percent of total 2016 boardings, versus 0.17 percent for non-minority riders. The difference is not statistically significant, and therefore no disparate impact was found.

For analysis by income levels, results are similar. A small percentage, 0.49 percent, of 2016 total boardings represented low-income persons, and 0.28 percent for non-low-income riders (see Chart 6 below). The difference is not statistically significant, and therefore no disproportionate burden was found.

Chart 6

Proportion of Minority and Low-Income Riders Utilizing 7 Day Pass								
Ridership Information								
Boardings by Fare Type	Minority	Percent Minority	Non-Minority	Non-Minority	Low-Income	Low-Income	Non-Low-Income	Non-Low-Income
7 Day Pass	259,538	77.58%	74,994	22.42%	213,777	63.90%	120,755	36.10%
Total Systemwide		0.60%		0.17%		0.49%		0.28%
Percent Variance	0.43%				0.21%			
Disparate Impact or Disproportionate Burden?	No				No			

Re-categorization of Express Service

Explanation

Another proposed fare change includes changes to the fare structure for express routes in order to encourage fare simplicity and to enhance equity. These changes would affect how the routes are categorized, as well as the amount charged on each of these routes.

In terms of encouraging fare simplicity, all routes that operate as intercounty routes would be branded as “Express” routes. In addition, five fixed-routes that currently operate like express routes within Orange County would be converted to intracounty express routes and branded as OC Express. Categorizing the intercounty express routes as Express routes, and the intracounty routes as OC Express routes, will make it more intuitive for riders to determine which express routes travel between counties and which stay within Orange County.

Furthermore, OCTA would price the express fares more equitably for the service being provided. Currently, the fare for the five fixed-routes that are proposed to change to OC Express routes is \$2.00. This fare would be increased to \$4.00 to align the fare more equitably with the average trip distance of 14 miles for these routes. Similarly, for intercounty express routes, the fare would increase from \$6.00 to \$7.00 to align the fare more equitably with the average trip length of 36 miles.

Analysis of Potential Adverse Effects

Based on the on-board survey data, 46.43 percent of intracounty and intercounty ridership on express routes are minority riders, compared to 53.57 percent for non-minority riders. Taking the average fare increase between both express routes, minority

riders will experience an average fare increase of \$1.65 for the express routes compared to \$1.43 for non-minority riders. The average percent fare increase for minority riders is 53.57 percent compared to non-minority riders at 46.43 percent, a 7.14 percent variance. This does not represent a statistically significant difference, and no disparate impact was found.

Furthermore, low-income riders consisted of 13.78 percent of the express routes ridership compared to non-low-income riders, at 86.22 percent. The average fare increase for these express routes is \$1.73 for low-income riders compared to \$1.68 for non-low-income riders. As a result, the average percent fare increase for low-income riders is 50.73 percent in comparison to non-low-income riders at 49.27 percent, a 1.47 percent variance (see Chart 7 below). This is not statistically significant, and no disproportionate burden was found.

Chart 7

Proportion of Minority and Low-Income Riders Utilizing Express Routes								
Ridership Information								
Route #	Minority	Percent Minority	Non-Minority	Percent Non-Minority	Low-Income	Percent Low-Income	Non-Low-Income	Percent Non-Low-Income
Intracounty (200 routes)	68	56.67%	52	43.33%	40	14.65%	233	85.35%
Intercounty (700 routes)	36	34.62%	68	65.38%	15	11.90%	111	88.10%
Total	104	46.43%	120	53.57%	55	13.78%	344	86.22%

Proposed Fare Changes for Express Routes								
Fare Information					Average Fare Change			
Route #	Current Fare	Proposed Fare	Fare Change	Percent Fare Change	Minority	Non-Minority	Low-Income	Non-low-Income
Intracounty (200 routes)	\$ 2.00	\$ 4.00	\$ 2.00	100%	\$ 136.00	\$ 104.00	\$ 80.00	\$ 466.00
Intercounty (700 routes)	\$ 6.00	\$ 7.00	\$ 1.00	16.67%	\$ 36.00	\$ 68.00	\$ 15.00	\$ 111.00
Average Fare Increase for All Express Routes					\$ 1.65	\$ 1.43	\$ 1.73	\$ 1.68
Average Percent Fare Increase					53.57%	46.43%	50.73%	49.27%
Percent Variance					7.14%		1.47%	
Disparate Impact or Disproportionate Burden?					No		No	

Enforcement of Reduced Fare Eligibility Requirements

Explanation

OCTA currently sells reduced fare passes at retail outlets, online, or at the OCTA store with no eligibility or verification required. OCTA proposes to change this practice and require verification of eligibility at the point of sale. Verifying eligibility at the point of sale is common practice at most United States transit agencies, and OCTA is one of the few that relies solely on verification of eligibility at the time of boarding. This can delay boardings, lead to confrontations, and at times, result in lack of enforcement. Enforcing reduced fare eligibility at the point of sale should help reduce fraudulent use of reduced fare media and will enhance equity in OCTA's fare policy.

Analysis of Potential Adverse Effects

No analysis of potential adverse effects is required by this change.

Summary and Conclusions

The fare equity analysis compared the percentage change in the proposed fare adjustments by ethnicity and income populations to determine if there was a disparate impact to minority compared to non-minority populations, or a disproportionate burden to low-income populations compared to non-low-income populations. For OCTA, the threshold for disparate impact or disproportionate burden is 10 percent between the groups. It was determined that none of the proposed fare changes violated OCTA's established disparate impact or disproportionate burden threshold.

Minutes of the
Orange County Transportation Authority
Orange County Transit District
Orange County Local Transportation Authority
Orange County Service Authority for Freeway Emergencies
Board of Directors Meeting

Call to Order

The February 22, 2016 regular meeting of the Orange County Transportation Authority and affiliated agencies was called to order by Chair Donchak at 9:07 a.m. at the Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room – 07-08, Orange, California.

Roll Call

Following the Invocation and Pledge of Allegiance, the Clerk of the Board noted a quorum was present, with the following Directors in attendance:

Directors Present: Lori Donchak, Chair
Michael Hennessey, Vice Chairman
Lisa A. Bartlett
Andrew Do
Steve Jones
Jim Katapodis
Gary A. Miller
Al Murray
Shawn Nelson
Miguel Pulido
Tim Shaw
Todd Spitzer
Michelle Steel
Tom Tait
Gregory T. Winterbottom
Ryan Chamberlain, Governor's Ex-Officio Member

Director Absent: Jeffrey Lalloway
Frank Ury

Also Present: Darrell Johnson, Chief Executive Officer
Ken Phipps, Deputy Chief Executive Officer
Laurena Weinert, Clerk of the Board
Olga Prado, Assistant Clerk of the Board
James Donich, General Counsel
Members of the Press and the General Public

Special Calendar

Orange County Transportation Authority Special Calendar Matters

1. Presentation of Resolutions of Appreciation for Employees of the for February 2016

Darrell Johnson, Chief Executive Officer (CEO), presented the Orange County Transportation Authority (OCTA) Resolutions of Appreciation Nos. 2016-12, 2016-13, 2016-14 to Kathy Guzman, Coach Operator; Cesar Carillo, Maintenance; and Gina Jimenez, Administration, as Employees of the Month for February 2016.

Consent Calendar (Items 2 through 10)

Chair Donchak stated that matters on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action on a specific item.

Orange County Transportation Authority Consent Calendar Matters

2. Approval of Minutes

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to approve the minutes of the Orange County Transportation Authority and affiliated agencies' special and regular meetings of February 8, 2016.

Director Nelson was not present to vote on this item.

3. Audit Responsibilities of the Finance and Administration Committee

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to approve the Audit Responsibilities of the Finance and Administration Committee.

Director Nelson was not present to vote on this item.

4. State Legislative Status Report

Directors Do and Bartlett pulled this item. Director Do thanked staff for their leadership to oppose new or increased taxes and for finding solutions to the funding gap. Director Do recommended additional language for the draft letter (Revised Attachment C) to include that OCTA continue to encourage alternative project delivery opportunities and other methods to break down barriers and red tape.

Director Do stated, in terms of project delivery, that OCTA projects that are defunded be shelf-ready in case future funding is made available.

4. (Continued)

A motion was made by Director Do, seconded by Director Katapodis, to include in the proposed letter the additional language stated by Director Do. A discussion ensued regarding the fuel excise tax funding issues, shelf-ready approach, reduction in the State Transportation Improvement Program (STIP) funding, and OCTA projects directed by the state to be eliminated from the STIP.

Director Bartlett recommended that the modifications to the letter return to staff for review of short- and long-term ramifications to OCTA, and if the changes should be included in the letter, as well as note in the letter that the provisions should be for all self-help counties.

Director Spitzer requested that the OCTA Committees discuss the STIP funding issues and staff use the Los Angeles County Metropolitan Transportation Authority gasoline excise tax presentation as a template for Orange County.

Director Spitzer requested that the fuel excise tax funding issues go to the Finance and Administration (F&A) Committee, and the list of projects and timeframes go to the Regional Planning and Highways Committee. Mr. Johnson, CEO, recommended that the Executive Committee also review the issues.

After a lengthy discussion ensued, an amended motion was made by Director Spitzer, seconded by Director Pulido, and declared passed by those present, to:

- A. Return the "Draft Transportation Funding Letter" to staff and the Legislative and Communications Committee and reflect the Board of Director's comments in the draft letter.
- B. Direct staff to go to the Executive Committee, Finance and Administration Committee, and Regional Planning and Highways Committee with a complete 360° on the State Transportation Improvement Program funding with a future focus.

Director Nelson was not present to vote on this item.

5. Federal Legislative Status Report

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to receive and file as an information item.

Director Nelson was not present to vote on this item.

Orange County Transit District Consent Calendar Matters

6. Amendment to Agreement for Liquefied Natural Gas

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to authorize the Chief Executive Officer to negotiate and execute Amendment No. 1 to Agreement No. C-3-1406 between the Orange County Transportation Authority and Applied LNG Technologies, LLC, in the amount of \$2,250,000, to exercise the first one-year option term to purchase liquefied natural gas fuel. This will increase the maximum obligation of the agreement to a total contract value of \$18,462,500.

Director Nelson was not present to vote on this item.

7. Agreement for the Purchase of Renewable Natural Gas and Consulting Services to Manage the Low Carbon Fuel Standard Program

Chair Donchak pulled the item and suggested to F&A Committee Chairman Spitzer that this item return to the F&A Committee due to new information and questions.

Director Spitzer stated that he was approached by one of the firms and asked the firm to note their objections in writing, in which Director Spitzer forwarded the objection memo to staff for evaluation.

Director Winterbottom inquired if the memo will be distributed to the Board or first vetted. Mr. Johnson, CEO, responded that a Director had a question and staff will review and incorporate the response into the discussion with the F&A Committee.

A motion was made by Director Spitzer, seconded by Director Pulido, and declared passed by those present, to direct staff to analyze the memo from the firm, return to the Finance and Administration Committee for discussion, and forward the Finance and Administration Committee's recommendation to the Board.

Director Nelson was not present to vote on this item.

8. Cooperative Agreements for the Hydrogen Fuel Cell Bus Demonstration Project

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-3847 between the Orange County Transportation Authority and the Center for Transportation and the Environment to define the roles and responsibilities for the demonstration of a hydrogen fuel cell electric bus for a two-year period.

8. (Continued)

- B. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-3848 between the Orange County Transportation Authority and the University of California, Irvine, in an amount not to exceed \$230,705, to purchase hydrogen fuel for the two-year demonstration project.

Director Nelson was not present to vote on this item.

9. Transit Division Performance Measurements Report for the Second Quarter of Fiscal Year 2015-16

A motion was made by Director Murray, seconded by Director Pulido, and declared passed by those present, to receive and file as an information item.

Director Nelson was not present to vote on this item.

10. Contracted Fixed-Route Monthly Update

Director Spitzer pulled this item and requested an update.

Erin Rogers, Assistant General Manager of the Transit Division, reported that the Transit Committee and Board will receive monthly status reports in regards to First Transit's status. Ms. Rogers highlighted the areas of concern, and reported that staff is meeting weekly with First Transit. She stated that thus far, staff is satisfied with First Transit's progress.

Chair Donchak commented that First Transit is falling below standards for customer service and asked as to when the standard will be met. Ms. Rogers responded that there has been a 30 percent improvement with customer service, as well as highlighted the type of complaints received. At this time, the timeline is not known, and staff continues to work with First Transit to improve the standards.

Chair Donchak requested that a message be sent to First Transit that the Board is monitoring their performance very carefully and expects the customer service standard to improve sooner rather than later.

Transit Committee Chairman Murray stated that the Transit Committee has discussed the concerns about the customer service standards.

Transit Committee Chairman Murray reported on his bus route ride-along experience along with Chair Donchak. He stated that the feedback received by the passengers is that OCTA does a good job with customer service. Director Murray reported that he has discussed with First Transit that customer service is a high priority.

No action was taken on this receive and file information item.

Regular Calendar

Orange County Transportation Authority Regular Calendar Matters

11. 2016 State Transportation Improvement Program Reduction

Darrell Johnson, CEO, provided opening comments, and Adriann Cardoso, Manager of Strategic Planning, reported on the following:

- Background;
- Referenced Attachment C in the staff report (2016 OCTA STIP funded recommended projects);
- The STIP estimate reduction is \$754 million state-wide and the end result for OCTA is a reduction of \$128 million in STIP funding;
- The stated directed elimination of two OCTA projects; and
- Proposed funding plan and timelines for other projects (as noted in the staff report).

A lengthy discussion ensued. Chair Donchak reiterated Director Spitzer's request that the STIP funding be brought to the relevant committees and built on Director Chamberlain's comments that the discussions be future focused in terms of the Measure M2 forecasts.

A motion was made by Director Pulido, seconded by Director Katapodis, and declared passed by those present, to:

- A. Approve the revised 2016 State Transportation Improvement Program, which eliminates two projects and reduces overall funding from \$164.819 million to \$128.341 million to comply with state direction.
- B. Authorize staff to make all necessary amendments to the State Transportation Improvement Program and the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendations above.

Director Nelson was not present to vote on this item.

Orange County Transit District Regular Calendar Matters

12. 2016 Bus Service Plan Recommendations

Darrell Johnson, CEO, provided opening comments, and Transit Committee Chairman Murray thanked the Transit Committee, the Board, staff, and the community for their efforts to address OCTA's 2016 Proposed Bus Service Plan.

12. (Continued)

Kurt Brotcke, Director of Strategic Planning, provided a PowerPoint presentation as follows:

- 2016 Service Plan Goals and Benefits;
- Public Involvement;
- Recurring Themes;
- Recommended Plan Changes;
- ACCESS Service Considerations;
- Final Rider Impacts;
- Plan Schedule/Next Steps; and
- A lengthy discussion ensued.

Public comments were heard from:

1. Martha Flynn, City of Huntington Beach, who stated that she used 11 different bus routes for the past eight years. She was hoping to see Routes 172 and 173 kept with less frequent trips.

Ms. Flynn stated that the automated bus announcement system volume is high and never the same in each bus. She recommended that the sign on the bus, regarding having your fare ready in bigger print and in additional languages. In addition, Ms. Flynn suggested having the announcements in Spanish, Vietnamese, and English to use the back door when departing the bus.

2. Janis White, Regional Center of Orange County (RCOC), stated that RCOC represents 19,000 people in Orange County that have developmental disabilities.

Ms. White thanked the Board and OCTA staff for listening to the public, and that the RCOC wants to be part of the solution. She also stated that as future decisions are made, to please continue remembering the most vulnerable in Orange County.

3. Denise Hill, City of Aliso Viejo, stated the routes in South Orange County that will be eliminated. Ms. Hill requested that the Same Day Taxi hours be extended for travel and for booking the ride, as well as the capability to reserve the ride and return ride at the same time. She also stated any miles beyond the five-mile limit, is costly for people with fixed incomes, and to consider a ten-mile extension for the Same Day Taxi service.
4. Jim Gesualdi, City of Westminster, asked if Route 76 will be kept for travel to the airport. Mr. Johnson, CEO, responded that Route 76 will continue to travel to the airport, with proposed service reduction west of the airport into Newport Beach.

12. (Continued)

5. Patrick Kelly, Teamsters Local 952 (Teamsters) representative, thanked the Board for their service and provided comments. In addition, Teamsters wants to partner with OCTA to help obtain more funding and supports the process; yet, prefers to have more directly operated service.

Mr. Kelly stated that Teamsters looks forward to negotiating a Collective Bargaining Agreement with the Coach Operators this year and with Maintenance later this year. He stated that Teamsters looks forward to light rail and streetcar service also in the cities of Anaheim and Huntington Beach.

6. Chelsa Vagehr, Townsend Public Affairs on behalf of the Coast Community College District, stated that a letter was submitted to the Board. She thanked the Board for keeping Route 178; however, requested keeping or sustaining Routes 172 or 173, which serve the Coast Community College District (District)/Orange Coast College.

Ms. Vagehr stated that concerned students approached the District's leadership about two weeks ago regarding Routes 172, 173, and 178. The students requested that either Route 172 and 173 be preserved.

After a discussion ensued regarding Routes 172 and 173, Mr. Johnson, CEO, stated that staff will continue to work with the District in regards to service options.

After a lengthy discussion, Chair Donchak requested to include as part of the motion, that staff actively reach out to the communities through the transition period regarding the 2016 Final Bus Service Plan options.

A motion was made by Director Murray, seconded by Director Winterbottom, and declared passed by those present, to:

- A. Approve the 2016 Final Bus Service Plan and direct staff to begin implementation in June 2016.
- B. Direct staff to re-evaluate route changes planned for October 2016, related to Measure M2 Project V funding applications submitted by local agencies, and return with any proposed changes in June 2016.
- C. Receive and file the 2016 Draft Bus Service Plan Public Involvement Program Final Report.
- D. Direct staff to develop a funding plan for Bravo! Route 529 and return to the Board of Directors with a recommendation.
- E. Extend the hours of operation for the Same-Day Taxi Program to allow ACCESS eligible customers a greater span of service.

12. (Continued)

- F. Implement a countywide pilot program that eliminates the \$3.60 per trip Same-Day Taxi Program transfer cost, beginning with the June 2016 bus service change and extending through calendar year 2017.
- G. Direct the Executive Director of Planning, or his designee, to file a Notice of Exemption from the California Environmental Quality Act related to the bus service changes.
- H. Direct staff to actively reach out to the communities through the transition period regarding the 2016 Final Bus Service Plan options.

Discussion Items

13. 2016 Chief Executive Officer's Initiatives and Action Plan

Mr. Johnson, CEO, highlighted the 2016 CEO's Initiatives and Action Plan, and the progress will be reported quarterly to the Board.

14. Public Comments

There were no public comments received.

15. Chief Executive Officer's Report

Mr. Johnson, CEO, reported that:

- The Riverside County Transportation Commission (RCTC) "91 Steer Clear" full closure wrapped up early this morning. He stated that the public outreach was a great collaboration between RCTC, OCTA, the California Department of Transportation, and the Transportation Corridor Agencies.
- Open houses for the Harbor Boulevard Transit Corridor Study are as follows:
 - Wednesday, February 24 from 5:00 p.m. – 8:00 p.m. at the Fullerton Community Center in Fullerton; and
 - Thursday, February 25 from 5:00 p.m. – 8:00 p.m. at the Garden Grove High School in Garden Grove.
- On February 25, OCTA will host a dedication ceremony for the new 64Xpress bus service that will provide faster travel time along Bolsa Avenue to 1st Street. The event will be held at 11:00 a.m. at the Asian Garden Mall in Westminster.
- This year, OCTA will be offering hikes and equestrian rides to the public on OCTA's open space preserves. The first hike and equestrian ride will take place on Saturday, February 27 at the Ferber Ranch Preserve in Trabuco Canyon. The hike starts at 8:30 a.m., and the equestrian ride at 10:30 a.m.

16. Directors' Reports

Director Murray thanked staff for the bus ride along, which was an enlightening experience with both the customers and staff.

Chair Donchak also thanked staff for the bus ride along and especially thanked Jerome Johnson, Field Supervisor, who reflected well on OCTA in terms of safety concerns. Chair Donchak commented that the bus internally is an opportunity to educate and create excitement for the new bus system.

Director Spitzer reported that Director Chamberlain was honored last Thursday evening by the American Society of Civil Engineers (ASCE) Orange County Chapter for transportation advocacy, as well as Kevin Onuma, County of Orange Engineering Department, received the public sector engineering award.

Director Spitzer requested that the Board receive a copy of the ASCE award ceremony brochure that lists all the projects recognized by the engineering community. Director Spitzer reported that Director Chamberlain was also recognized by the Orange County Taxpayers Association, as well as other professional organizations, and thanked him for his Orange County leadership.

Director Miller thanked staff for their help with the 2016 Bus Service Plan. He stated that staff and the Transit Committee did an outstanding job on the 2016 Bus Service Plan.

Director Bartlett will be absent from the March 14 OCTA Board meeting because she will be participating on a panel discussion for the International Bridge, Tunnel and Turnpike Association Summit. Director Bartlett highlighted the panel discussions will be on the tolling industry and how to prepare for potential vehicle miles traveled and other programs.

17. Closed Session

A Closed Session was held for the following:

- A. Pursuant to Government Code Section 54956.9(d)(1) to discuss Evelyn Lenard v. Orange County Transportation Authority; OCSC No. 30-2013-00690455.
- B. Pursuant to Government Code Section 54957 for a conference with Orange County Transportation Authority Chief Information Officer, Bill Mao.

James Donich, General Counsel, reported out for Closed Session letter "B." Following the discussion of Closed Session "B", a motion was made by Director Katapodis, seconded by Chair Donchak, and unanimously approved, for emergency purchase orders with CISO Share in the amount of \$73,950 and Microsoft in the amount of \$143,947.

Director Pulido was not present to vote on the action for Closed Session "B."

18. Adjournment

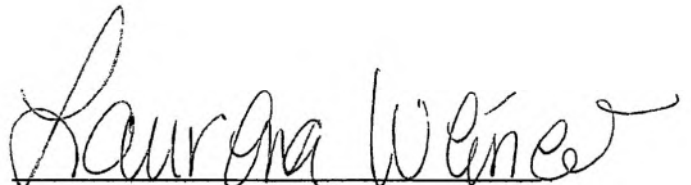
The meeting was adjourned at 11:30 a.m.

The next regularly scheduled meeting of this Board will be held at **9:00 a.m. on Monday, March 14, 2016**, at Orange County Transportation Authority Headquarters, 550 South Main Street, Board Room – Conference Room 07-08, Orange, California.

ATTEST:



Lori Donchak
OCTA Chair



Laurena Weinert
Clerk of the Board