

Section 3



Integration of Plans

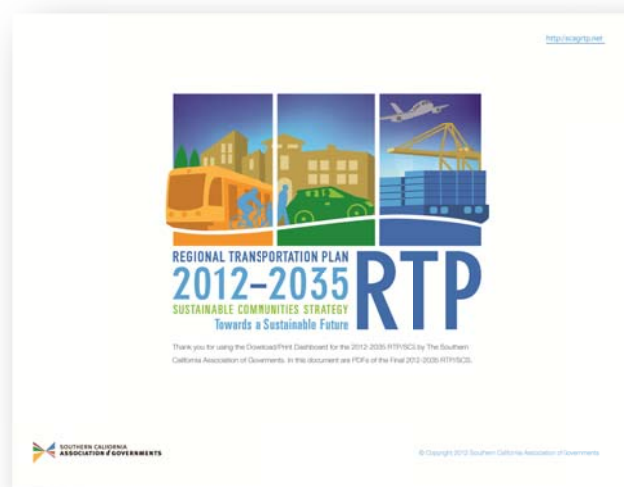
Contents

| | | |
|-------|---|----|
| I. | SCAG Regional Transportation Plan..... | 72 |
| II. | OCTA Budget, FY 2013 – 14..... | 73 |
| III. | OCTA Comprehensive Business Plan (CBP), FY 2012-13..... | 74 |
| IV. | OCTA Comprehensive Annual Financial Report (CAFR)..... | 75 |
| V. | OCTA M2020 Plan, September 2012..... | 76 |
| VI. | OCTA Long Range Transportation Plan (LRTP), Destination 2035..... | 77 |
| VII. | 2013 State Route 91 Implementation Plan, May 2013..... | 78 |
| VIII. | Transit System Study (2012)..... | 79 |
| IX. | Short Range Transit Plan..... | 80 |
| X. | Bus Capital Plan..... | 81 |
| XI. | OCTA Federal Legislative Platform..... | 82 |
| XII. | OCTA State Legislative Platform..... | 83 |

Integration of Plans:

The goal of the OCTA Strategic Plan is to present a compendium of internal and external plans, programs, and mandates OCTA is responsible for and implements. OCTA's vision, mission, and goals point the way toward accomplishing these and ultimately to creating public value.

In order to keep the Strategic Plan section as succinct as possible, this section provides the plans used to develop the Strategic Plan along with their purpose for being produced.



I. Southern California Association of Government Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), 2012 – 2035.

Produced by: The Southern California Association of Governments (SCAG), 2012. Produced for the six-counties SCAG represents: Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Stated Purpose: “The RTP/SCS is a blueprint for improving the quality of life for our residents by making the best transportation and land use choices for the future and supporting those choices with wise investments. The RTP/SCS will result in more and better travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for our residents. Furthermore, the RTP/SCS will create jobs, ensure our region’s economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for our region’s 22 million residents by 2035.”¹²

Updated: Every four years. Next version: 2016

Find it at: <http://rtpscs.scag.ca.gov/Pages/default.aspx>

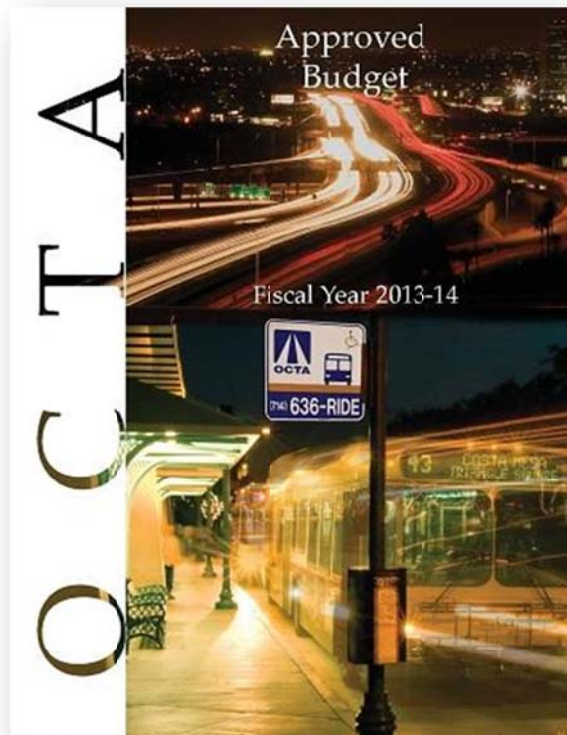
¹² SCAG, Regional Transportation Plan 2012-2035, pg. 11

II. OCTA Budget, FY 2013 – 14

Produced by: OCTA, Finance and Administration Division, FY 2013-14

Stated Purpose: “The budget outlines the expected funding sources and expenditures that represent OCTA’s year-long commitment to transportation projects and services.”¹³

Updated: Annually. Next version: FY 2014-15, due June 2014



Find it at: <http://www.octa.net/pdf/Main%20Book%20Final%20Digital%20Document.pdf>

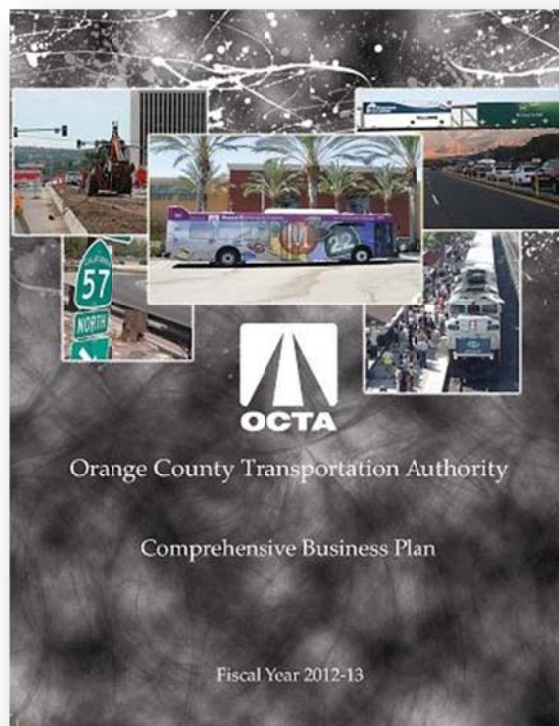
¹³ OCTA Budget, FY 2013-14, pg. 7

III. OCTA Comprehensive Business Plan (CBP)

Produced by: OCTA, Finance and Administration Division, FY 2012-13

Stated Purpose: “The CBP is a business planning tool designed to assist the OCTA in implementing its strategic goals and objectives. The CBP encapsulates OCTA’s programs and outlines goals and objectives over the next twenty years, as articulated by the Board of Directors.”¹⁴

Updated: Annually. Next version: FY 2013-14



Find it at: <http://www.octa.net/About/Financials/Comp-Business-Plan/?terms=CBP>

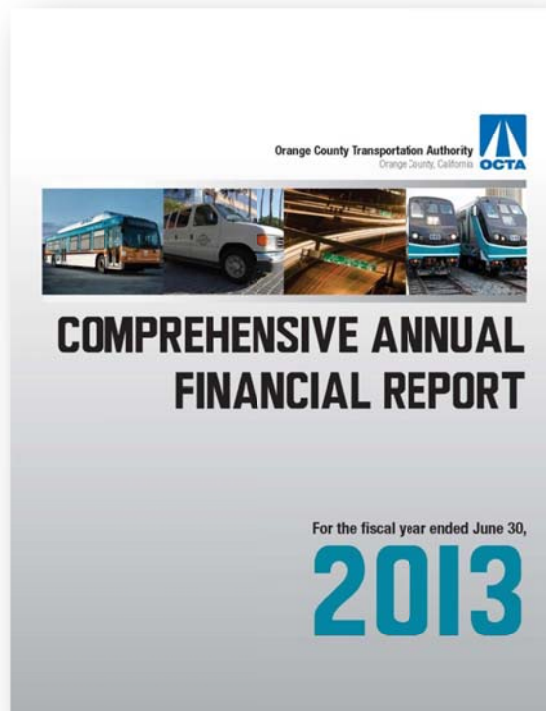
¹⁴ OCTA Comprehensive Business Plan, FY 2012-13, pg. 5

IV. OCTA Comprehensive Annual Financial Report (CAFR)

Produced by: OCTA, Finance and Administration Division, FY 2013

Stated Purpose: The CAFR is “presented in conformity with generally accepted accounting principles and audited in accordance with generally accepted auditing standards by a firm of licensed certified public accountants.”¹⁵

Updated: Annually. Next version FY 2014.



Find it at: <http://www.octa.net/pdf/CAFR-2013.pdf>

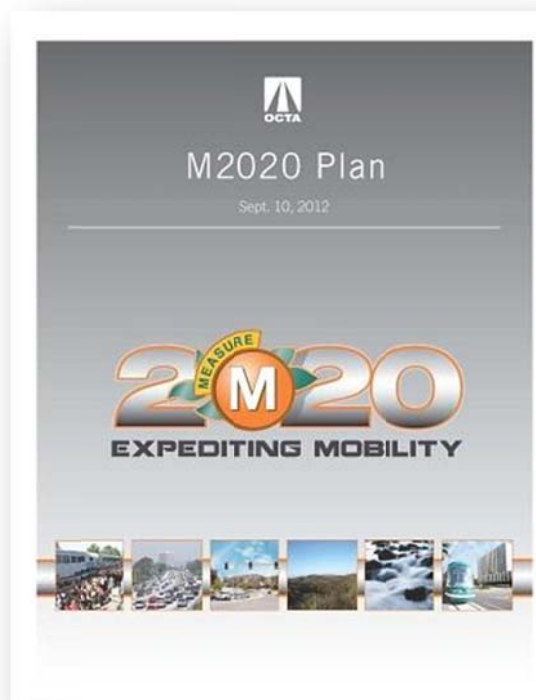
¹⁵ OCTA Comprehensive Annual Financial Report, FY 2012-13, pg. v

V. OCTA M2020 Plan

Produced by: OCTA, Planning Division, September 4, 2012

Stated Purpose: “This M2020 Plan outlines the projects and programs for all modes that can be delivered on an expedited schedule between now and the year 2020 along with anticipated schedules and major milestones. This plan also sets OCTA on a course to go beyond the early implementation projects if additional external funds can be accessed earlier.”¹⁶

Updated: Plan is reviewed every two-three years to ensure remaining projects remain deliverable. Last review was September 2013.



Find it at: <http://www.octa.net/Measure-M/M2020-Plan/?terms=M2020%20Plan>

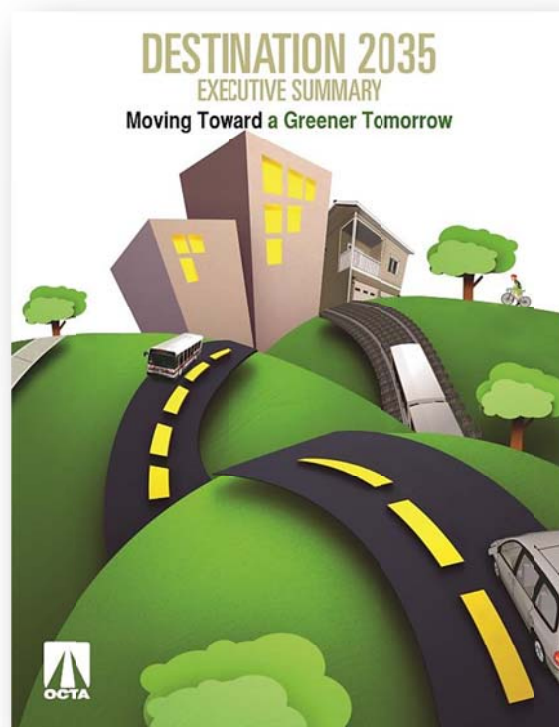
¹⁶ OCTA M2020 Plan, pg. 1

VI. OCTA Long Range Transportation Plan (LRTP), Destination 2035

Produced by: OCTA, Planning Division, December 2011

Stated Purpose: “The LRTP outlines a vision for multi-modal transportation improvements throughout Orange County. These projects programs and improvements are designed to address the transportation needs of Orange County residents, commuters and visitors for the next 25 years. The LRTP is OCTA’s input to the RTP prepared by SCAG.”¹⁷ See SCAG RTP above.

Updated: Every four years. Next version December 2015.



Find it at: <http://www.octa.net/pdf/lrtpexecsum.pdf>

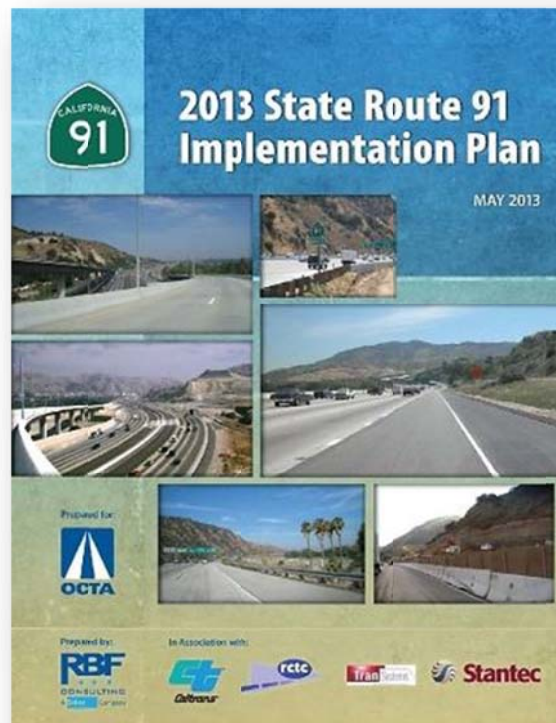
¹⁷ OCTA LRTP Destination 2035, pg. 1

VII. 2013 State Route 91 Implementation Plan

Produced by: OCTA in cooperation with Caltrans and the Riverside County Transportation Commission (RCTC), May 2013

Stated Purpose: “This Plan is the result of the requirement to provide the State Legislature with an annual Implementation Plan for SR-91 improvements.”¹⁸ “The project study limits encompass the segment of SR-91 from west of the junction of SR-57 and SR-91 in the City of Anaheim in Orange County, to east of the junction of SR-91 and I-15 in the City of Corona in Riverside County. The freeway segment is approximately 20.3 miles long, and includes approximately 12.7 miles within Orange County and approximately 7.6 miles within Riverside County.”¹⁹

Updated: Annually. Next version: May 2014



Find it at: http://www.octa.net/pdf/2013%2091-IP_05-2013_Final.pdf

¹⁸ 2013 SR-91 Implementation Plan, pg. 1

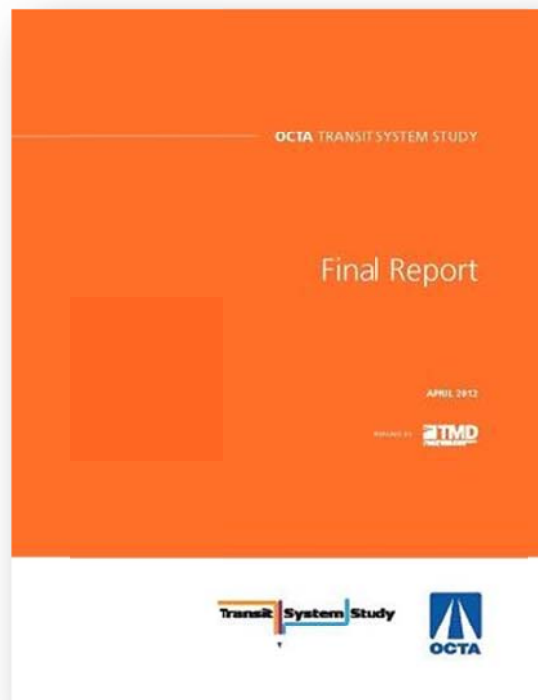
¹⁹ 2013 SR-91 Implementation Plan, pg. 2

VIII. Transit System Study (TSS)

Produced by: OCTA, Transit and Planning Divisions, April 2012

Stated Purpose: The Transit System Study is a comprehensive analysis of OCTA bus services completed in 2012. Its main “purpose was to develop a financially sustainable transit system that best matches transit services to ridership demand within short, intermediate, and long term time periods for the fixed-route bus and ACCESS paratransit system”²⁰. “To create a cohesive transit system inclusive of new transit initiatives including Measure M2 Go Local Project S (Transit Extensions to Metrolink) and Project V (Community Based/Transit Circulators), the Metrolink Service Expansion Program, Bus Rapid Transit, and express bus services consistent with the LRTP (2010), Orange County Sustainable Communities Strategy, and the Strategic Plan. In addition, the study includes a detailed evaluation of ACCESS services.”²¹

Updated: One-time effort. The Short Range Transportation Plan will replace the Transit System study.



²⁰ OCTA Transit System Study, April 2012, pg. 7

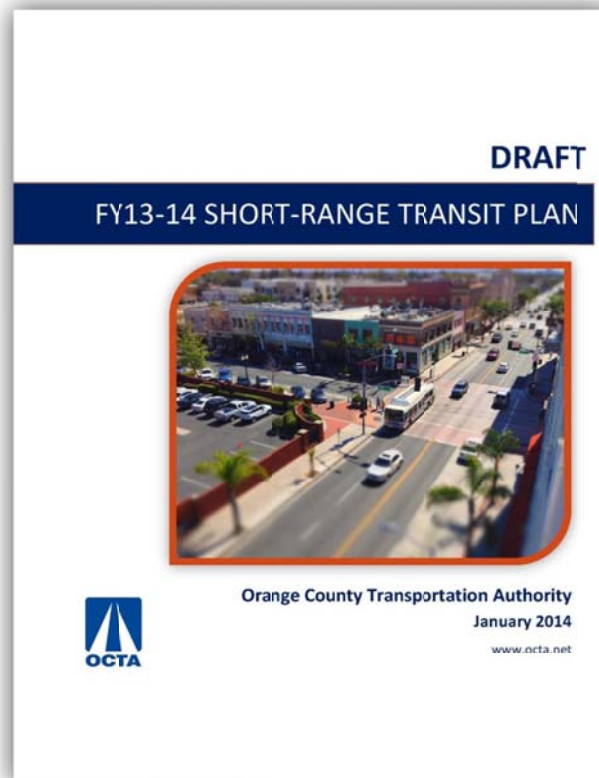
²¹ OCTA Transit System Study, April 2012, pg. 7

IX. 2013 Short Range Transit Plan (SRTP)

Produced by: OCTA, Planning Division, January 2014

Stated Purpose: The 2013 Short-Range Transit Plan (SRTP) outlines priorities for fixed-route bus system improvements contingent on future economic conditions. The SRTP identifies bus service and capital priorities for five years. The SRTP is the basis of planning and budgeting service improvements in budgets, grants, and capital plans.

Updated: Annually. Next version January 2015.



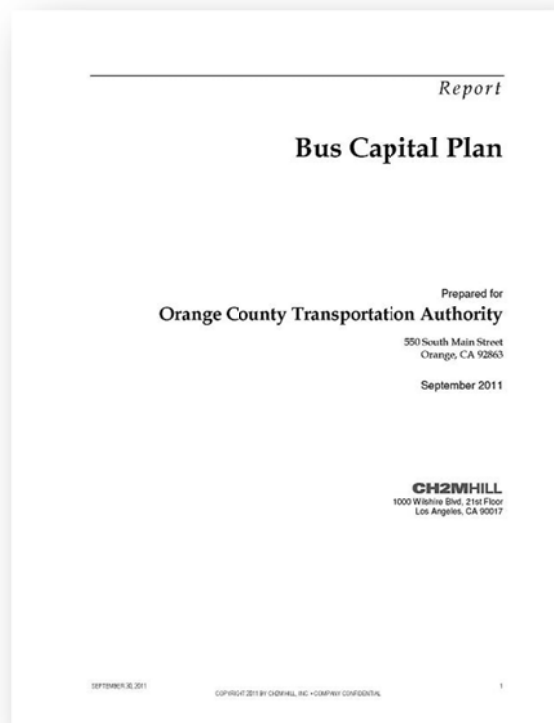
Find it at: TBD.

X. Bus Capital Plan

Produced by: OCTA, Planning Division, September 2011

Stated Purpose: The primary objective of the OCTA bus capital plan is to help develop a repeatable process to review and prioritize individual capital project improvements based upon factors including need, programming status, and project readiness. Another main objective is to forecast project costs as compared to funding availability, and identify whether funding shortfalls are present based on OCTA's fiscal year Comprehensive Business Plan (CBP) and annual budgeting process. The current study contains a comprehensive inventory of existing bus capital assets, consisting of three primary asset types: vehicles, facilities, and systems.

Updated: Biennially. Next version: 2014



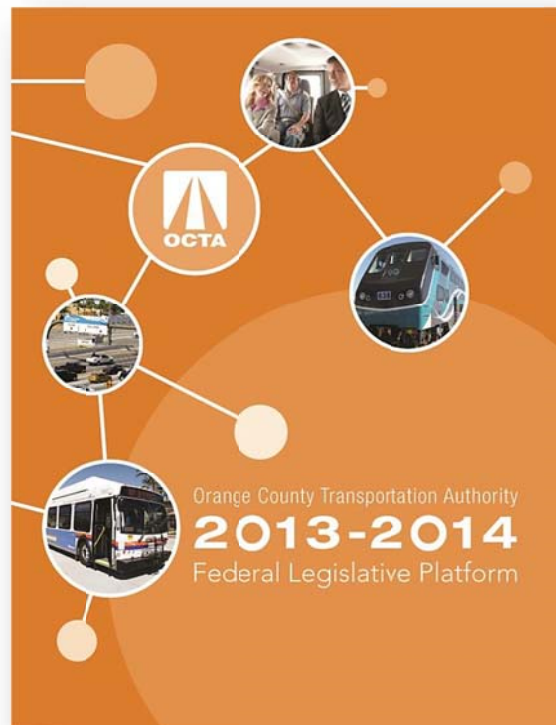
Find it at: Available upon request from OCTA

XI. OCTA 2013-2014 Federal Legislative Platform

Produced by: OCTA, Government Relations Division, 2013-2014

Stated Purpose: “OCTA’s Federal Legislative Platform outlines the statutory, regulatory, and administrative goals and objectives of the transportation authority. The platform was adopted by the OCTA Board of Directors to provide direction to staff and federal legislative advocates for the 113th Congress.”²²

Updated: Annually. Next version: 2014 - 2015



Find it at: <http://www.octa.net/pdf/2013fed.pdf>

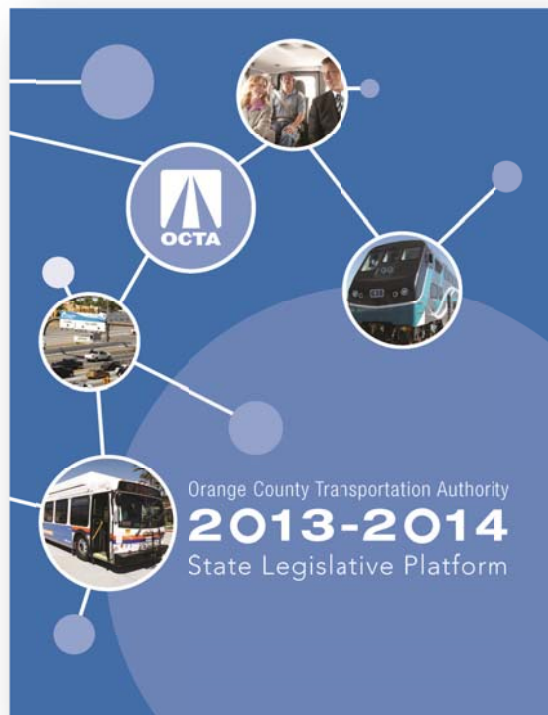
²² OCTA 2013-2014 Federal Legislative Platform, pg. 1

XII. OCTA 2013-2014 State Legislative Platform

Produced by: OCTA, Government Relations Division, FY 2013-2014

Stated Purpose: “The 2013-2014 State Legislative Platform serves as a framework document to guide the Orange County Transportation authority’s state legislative, regulatory, and administrative activities in the coming legislative session.”²³

Updated: Annually. Next version: 2014 - 2015



Find it at: <http://www.octa.net/pdf/2013state.pdf>

²³ OCTA 2013-2014 State Legislative Platform, pg. 1