

## **Meeting of Oct. 22, 2018**

### **October Employees of the Month Honored**

The Orange County Transportation Authority's board of directors recognized three employees of the month for October.

Resolutions of appreciation were presented to:

- George Dorsey, Coach Operator
- Albert Vailea, Maintenance
- Monica Roman, Administration

### **OCTA Working to Improve County's Busiest Bus Stops**

OCTA is looking to fund up to \$3 million to improve some of Orange County's busiest bus stops.

Measure M Project W provides funding for amenities, including shelter and lighting, at the 100 busiest bus stops in the county. Measure M, also known as OC Go, is Orange County's half-cent sales tax for transportation improvements.

In 2014, OCTA awarded its first round of Project W funding for improvements at bus stops totaling \$1.5 million.

Moving forward, OCTA will work with cities to assess the needs of the county's busiest bus stops and develop recommendations for potential improvements. Final funding recommendations are expected to be presented to the OCTA board early next year.

### **Board Receives Report on Potential Prop. 6 Impacts**

The OCTA board received an update on the potential impacts to transit services if voters were to approve Proposition 6 in November.

Prop. 6 is a ballot initiative that, if passed, will repeal the revenues associated with the Road Repair and Accountability Act of 2017, also known as SB 1 or the gas tax. SB 1 provides funding for current OCTA transit services and projects.

Prior to SB 1 being approved by the California Legislature in April 2017, OCTA was projecting a \$20 million revenue shortfall due to lower ridership and weaker growth in sales tax revenues. The funding provided by SB 1, estimated to be approximately \$19 million, was sufficient to offset the shortfall and prevent bus service reductions.

If Prop. 6 were to pass, OCTA would likely have to reduce bus service by 11 percent. OCTA is currently assessing strategies to rebalance service levels with available funding while minimizing impacts on riders. These strategies include:

- Eliminating bus routes with low productivity.
- Reducing the frequency of some routes.
- Seeking external funding to continue operating the OC Flex service if the one-year pilot is successful.
- Operating holiday service on additional days, including New Year's Eve, Presidents Day, the day after Thanksgiving and Christmas Eve.

If bus service is eliminated in areas where there are no nearby routes, those areas will no longer have OC ACCESS paratransit service, which would reduce operating costs. OC ACCESS riders in those areas could still use the Same-Day Taxi Program, which is provided countywide.

In addition, service reductions would result in reduced long-term replacement costs for OCTA buses and ACCESS vehicles.

Should Prop. 6 be approved by voters, the board will receive an update in December on next steps.