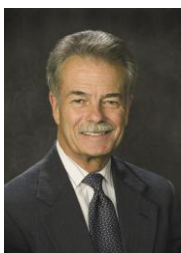




Orange County Transportation Authority . 550 South Main Street . P.O. Box 14184 . Orange, California 92863-1584 . 714-560-OCTA (6282)

Meeting of Feb. 13, 2012

CEO Kempton Announces Goals



Chief Executive Officer Will Kempton presented his strategic initiatives for the year ahead, placing the focus on fast-tracking capital program delivery and testing new bus concepts.

Kempton's priorities call for implementing first and last mile connections for rail users, improving existing service and emphasizing environmental sustainability.

The strategic initiatives include:

- Accelerate delivery of the capital program
- Test new bus concepts
- Improve passenger rail service
- Improve first and last mile connections to passenger rail
- Develop marketing programs to stimulate trail use of the bus and rail transit
- Optimize street and bikeway networks
- Enhance collaborative partnerships with local and regional agencies and business community
- Work to maintain the public trust
- Expand leverage opportunities and seek new revenues
- Ensure the long-term financial viability of all programs
- Emphasize environmental stewardship and sustainability in projects and operations
- Maintain OCTA's high commitment to health and safety
- Advance workforce development and maximize human capital potential
- Ensure transparency, accountability and efficiency in operations

Comments Given on 2012 Regional Transportation Plan

Every four years, the Southern California Association of Governments prepares a Regional Transportation Plan for the counties under its jurisdiction. It includes transportation projects, demographic assumptions and a Sustainable Communities Strategy to reduce emissions through the year 2035. Overall, the estimated cost of the plan is \$524.7 billion.

The board will be providing official comments to the plan, including:

- OCTA cannot support a \$0.15 gas tax increase from 2017-2024 or a Vehicle Miles Traveled fee of \$0.05 thereafter until further analysis is completed.

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Chief Executive Officer



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- The proposed California High-Speed Rail project should clearly identify initial improvements in Southern California to improve rail service in the near term.
- OCTA supports continuing study of the SR-60 for use as a zero emission east-west freight corridor.
- Proposed mitigation elements included in the Regional Transportation Plan Draft Environmental Impact Report should be used as options for local agencies to consider.

Board Approves Guidelines Assessing Possible Transit Projects

Completed in 2011, the Transit System Study is an analysis of Orange County's transit system that focuses on finding long-term ways of providing cost-effective transit service over the next decade. Preliminary service concepts were developed in June and shared with the public, local officials and transit advocates who provided feedback on ways to best serve the needs of Orange County residents.



Conceptual projects have been identified including:

- Implementing express service on SR-22 between the Santa Ana train station and Long Beach
- Implementing express service on SR-73 between the Laguna Niguel / Mission Viejo station and the Irvine Business Complex / South Coast Metro areas
- Implementing rapid or faster local service with underlying local service in place
- Modifying existing routes 70 and 90 to improve connections
- Implementing alternative station van or midday taxi services
- Implementing additional van pool services

The goal of these projects is to preserve as much bus service as possible for riders while also providing for long-term stability of the transit system. The pilot projects are designed to fit the needs of each individual region and riders in those areas. Final implementation plans for the pilot projects will be presented to the board in June.

Board Recognizes Employees of the Year

OCTA recently honored coach operator Elisha Rainwaters, maintenance employee Bill Carlson and administrative employee Adriann Cardoso as employees of the year for 2011.

Lake Forest resident, Elisha Rainwaters has been an OCTA coach operator for 35 years and has maintained a 33-year safe driving record.

Rainwaters says the best part of his job is driving route 85 with friendly riders and scenic views.



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Bill Carlson, journeyman electric technician in the maintenance department, has worked at OCTA for 30 years.

A Corona resident, Carlson is assigned with the most difficult and challenging electronics tasks, including installing head sign programs for the entire OCTA fleet.

Adriann Cardoso, a state and federal programming manager, has worked at OCTA for three years and is in charge of financial planning for capital projects.

Cardoso played a vital role in the procurement of \$450 million in state and federal funds in 2010 to bring transportation improvements to Orange County residents.

