



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

Meeting of Sept. 23, 2013

Caltrans Presents Update on High-Occupancy Vehicle Degradation Action Plan

Caltrans presented the board with a degradation action plan to address the degraded condition of carpool lanes throughout the county. This plan provides solutions for every freeway segment with carpool lanes where speeds fall below 45 miles per hour for more than 10 percent of the time.

In order to provide solutions for lane management Caltrans will continue to study:

- Adding additional carpool lanes
- Converting carpool lanes to toll lanes for single occupant vehicles
- Increasing carpool lane occupancy requirements
- Adding carpool merging lanes
- Converting limited access carpool lanes to continuous access lanes



As the next step in the project OCTA will work to form a Southern California managed lane working group that includes Caltrans, neighboring counties, Transportation Corridor Agencies and the Southern California Association of Governments to discuss the issues found in this report.

Discussion of Toll Lanes on I-405 to Continue



The Orange County Transportation Authority board voted to continue exploring the addition of toll lanes on the San Diego Freeway (I-405) as a way to improve traffic between Costa Mesa and the San Gabriel River Freeway (I-605) at the L.A. County line.

Any project built will include at least one free lane in each direction as part of the I-405 Improvement Project that is funded through Measure M, the county's half-cent sales tax for transportation. OCTA is looking at tolling options in carpool lanes in part because last year's federal transportation bill, known as MAP-21, requires that carpool lanes operate at 45 mph or more 90 percent of the time. Carpool lanes on the I-405 – as well as freeways throughout Orange County and statewide – are failing to meet this standard.

During the next two months, OCTA will examine possible tolling policies and how excess toll revenue could be used to fund additional improvements to public transportation in the area. I-405 project cost estimates range from \$1.25 billion to \$1.47 billion, depending on the option selected. It is estimated that adding high-occupancy toll lanes could generate \$1.5 billion (after operations and maintenance costs) during the next 30 years, which could fund additional improvements.

Caltrans, in partnership with the Orange County Transportation Authority is in the environmental phase of improving the I-405 between the Costa Mesa area and the Orange County/Los Angeles County line. The I-405 is the busiest stretch of freeway in the country, carrying more than 370,000 cars a day. Traffic volumes are expected to increase approximately 35 percent by 2040 and Caltrans and OCTA are proposing to widen the freeway to improve travel conditions for commuters.

For more information, visit www.octa.net/405improvement.

Board Grants Millions to Improve Water Quality



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The board approved spending \$2.8 million for 19 projects that will improve water quality throughout the county as part of the Measure M2 Environmental Cleanup Program. OCTA's Environmental Cleanup Program provides funds from Measure M2 to improve water quality in Orange County from pollution caused by transportation.



Based on the board-approved criteria, 19 projects were approved for funding. Some of the projects include:

- Gaviota Drive Diversion Project in Laguna Beach
- Catch Basin Debris Filters Installation Round Two in Villa Park
- Stormwater Litter Control Project Phase III in Aliso Viejo
- Arterial Catch Basin Connector Pipe Screen Installation in Santa Ana
- Ocean Protection and Environmental Cleanup 2013 Project in Fountain Valley
- Domingo Drive Litter Removal Project in Newport Beach

Over the next 30 years, approximately \$300 million will be provided to improve water quality and reduce pollutants that lead to waterways.

Board Receives Update on October 2013 Bus Service Change Program

Schedules for 26 bus lines will be adjusted as part of the October 2013 Bus Service Change Program. Sixteen of the 26 lines will have new schedules with adjusted running times, nine will have selected trip adjustments, three will have trips added and two will return to winter schedules. These schedules are revised to improve connections and on-time performance. Other changes in bus routes and schedules may be because of construction projects.



Some service changes include:

- Line 25: improved on-time performance and passenger load distribution
- Line 38: adjusted trips to achieve a more even 30 minute headway in the a.m. and p.m. peaks
- Line 55: shifted timing of the southbound trip from 6:04 to 6:00 a.m., adding 8 minutes of running time
- Line 57: added two northbound and two southbound trips

Each year OCTA implements three service change programs that take place in February, June, and October.

Public information materials, including new bus books, will be distributed to the public prior to the service change. For information on schedule adjustments go to www.octa.net/serviceimprovements.

Board Highlighted on Results from Transit Quarterly Performance Metrics

The board received the Transit Division Performance Measurements Report for the fourth quarter of the 2012-2013 fiscal year. The report provides key performance indicators that gauge the safety, reliability, cost-effectiveness and overall quality of public transit services offered by OCTA.

Highlights of OCTA's transit services performance include:

- Improvements have been made on meeting on-time performance standards with the addition of revenue vehicle hours in 2012



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- Fixed-route operating expenses came in \$21.4 million under budget due to lower fuel consumption and lower overall fuel unit costs
- Total ACCESS service delivery failures are down from the previous year due to the use of the supplemental taxi service
- Ridership on fixed-route buses, ACCESS and same day taxi services continue to increase