

City	Comments
Aliso Viejo	A lot of people depend on the smaller routes to transfer to major connections at the transportation centers. Also a lot of kids depend on smaller routes to get to school.
Aliso Viejo	Bus 187 serves the core of Laguna Niguel, Laguna Woods and Aliso Viejo. Without service, those residents are not able to reach the Laguna Hills Transportation Center, where most people transfer to work-related routes. If eliminated, you lost 187 customers and revenue from transfers???
Aliso Viejo	Considering everything please maintain Route 87 as is. If it is not possible to keep Route 87 as is please apply Strategy C.
Aliso Viejo	Please try and maintain Route 87 as it is now. If it is not possible please apply Strategy C.
Aliso Viejo	I was wondering why we are cutting lots of budgets. How long will the bus take when it comes to hours and securities? We have been having problems with OCTA so much. How do the employment opportunities help us? Look forward to hearing from you.
Anaheim	To whom it may concerns: Please dont take away routes because we need them. We are working people who do not make that much money.
Anaheim	I am a senior citizen with mobility difficulties.As it is too far for me to walk I rely upon the bus to get me to work, the doctor and to the store to name a few places. By eliminating the 46 bus route I will have no way to get to these and other places. Thank you.
Anaheim	Try to make it possible to not cut so many buses, because they are necessary to everyone.
Anaheim	Eliminating the 25, 46 and 33 in Anaheim would force my daughter and I to walk 30 - 40 minutes one way through questionable neighborhoods and gang entrenched areas to catch the 42 or 50 when going to school and/or work. We live along the 25 route and my job and her school are both along the 46 route. These changes would impact our safety and quite possibly force us to abandon OCTA all together. I would prefer Strategy B, Strategy C or Strategy D.
Anaheim	I vote for Strategy B. The Buses already do not run often enough or late enough. The 26 is the only bus to get me out of Yorba Linda on the weekends and during the week. I am unable to work night shifts because I would be stranded at 10 p.m. after my shift. Please think of how many people will not have a ride.
Anaheim	I'm the Disneyland cast member who came to this year's earlier public hearing. I was allowed to speak at the podium and address the board, explaining that I and my fellow Disneyland Resort workers will lose our jobs if we are unable to guarantee 24-hour transportation and availability. We heavily depend upon your Night Owl service, as I had explained to the board. I was hoping everything had been settled. I'm very worried and distressed to see that Night Owl services may still be eliminated, and I am physically unable to attend this upcoming meeting on October 26 to speak again. I'm pleading with you, please do not cancel Night Owl, as I and others will lose our jobs. Thank you.
Anaheim	I really depend on Routes 42 and 59. I live in Anaheim and go to UCI Monday through Friday. The only bus that can take me there is the 59. If the 59 was eliminated, there would be no way for me to get to school. The frequency of the trip could decrease- I just need to go from UCI to Anaheim. Thank you for considering my comment.
Anaheim	I favor Strategy B.
Anaheim	I think it's really important to keep Route 24, as I am a student, and I know quite a lot of other students who need the bus route. I understand reducing times, but to eliminate it altogether is extremely inconvenient for many people. Also, I think Strategy B is the most positive change. Another suggestion: Have the long trip for Route 57 more frequent. Please listen to my advice about Route 24!
Anaheim	I depend on the bus service to run all my errands like going to the doctor, work, the store. In the end its my transportation for everything.
Anaheim	I am in agreement with strategy A. But i dont like that you will eliminate route 24
Anaheim	I think it is an injustice that you would take away the bus service because it is the mean of transportation i have to go to work.
Anaheim	I use the bus to get to work 5 days a week. I have no other means of transportation and I don't drive. If my bus #52 no longer runs, I don't know what I'll do. It's too far to walk and too much money to take a taxi. I have many friends who take the #52 to work also and will be in this dilemma. Please please do not stop our bus or change hours or stops.
Anaheim	Increase the fares as much as you need to maintain the normal bus service because a taxi cost too much to go back and forth
Anaheim	The service was never good. The service is bad now. You will only make it much worse. Why not charge for bus book schedules? Better yet: everyone take a pay cut. You stink!
Anaheim	It is important to me that these routes are available at night, especially the 43 and 50.

Anaheim	In my opinion its that we have to analyzw what you are going to do. I am a person that depends a lot on the bus to take me to work and on the weekends to shop. I hope you understand my situation and know that there are thousands more just like me.
Anaheim	Your Strategy C seems like the best plan. But I need the 50 Night Owl. Also, can you email me more information regarding the restructuring of routes 29, 43, 47, 53, 57 and 59?
Anaheim	Please raise sales tax to fund bus service. That's the fairest way to get necessary funding for bus service. Please keep late night 47 buses from Fullerton College southbound and from orange Coast College northbound. Thank you.
Anaheim	It takes me a long time to get to work and if you cut hours and eliminate routes it is going to make it more difficult and its going to take even more time
Anaheim	I would like to start job hunting next year. But what would happen to workers if buses are eliminated or ran only at certain times? I know times are tough right now. But maybe OCTA personnel can work out something better. Thank you.
Anaheim	I ask that you select Strategy B, which reduces all routes proportionally--many of us depend on those routes you want to delete--at least reducing all keeps all the routes
Anaheim	Raise the fare prices on the buses until you maintain normal service as before. I would still prefer the bus over a taxi.
Anaheim	Why dont we increase the bus fares to keep the busses as they are. Without any cuts. A taxi round trip cost a lot of money.
Anaheim	I need the buses to go to school. I attend UCI and the only way I can get there are by taking Routes 42 and 59. Thank you for considering my comments.
Anaheim	Yes on Strategy B.
Anaheim	I have been taking the bus to work for over 5 years. I work at the Santa Ana Public Library and rely on bus service to get to work. When OCTA eliminated bus service to the Civic Center Bus Terminal, I switched from the 64 bus to the 62, since the 62 travels from Beach/Hazard and uses Civic Center Drive. If I took the 64 at Beach/Bolsa, I would have to walk 4 blocks to the Library instead of having the bus stop by the Library. PLEASE DON'T ELIMINATE THE 62 BUS!!! Strategy B reduces the frequency, but at least I could take the 62 from Hazard/Beach to get to the Library. There are also a number of students and bus riders who need to get to school and to the Civic Center (for court appearances). By eliminating Route 62, you will deny those bus riders the opportunity to use OCTA. Many riders who use Route 62 do not have cars and would have no way to get to the Civic Center (unless they took Route 64 and walked 4 to 6 blocks to their destination). Hopefully, you will keep Route 62 and not eliminate this route!!!!
Anaheim	Strategy B would be best. Maybe Night Owl can run on Saturday, Sunday and Friday on the 43 and 57 on game nights, or one hour after the stores at The Block close. Maybe Route 43 buses can run one hour after Disneyland closes.
Anaheim	Strategy B. Reduce service proportionally system wide.
Anaheim	I work at Disneyland, along with many other cast members. We depend on the Night Owl bus routes. I for one will have no way at all to get home after work. It's not going to be fair to any of us if the Night Owl is discontinued. Please find another way. We need you! Thank you.
Anaheim	I suggest Strategy C.
Anaheim	I'm developmentally disabled and can't drive. The buses are my only means of transportation, and I don't qualify for ACCESS. Please keep the buses the way they are.
Anaheim	I think that it would be good if you reduced the frequency of routes that dont have that many people. The bus helps the economy.
Anaheim	I use the 46 and the 33 for work Monday thru Friday. The other routes when I go with my mom to the store or UCI Hospital. But the routes that I use the most are the 46 and 33. Please do not reduce the routes. Also, there are a lot of students on the 33. Medical Students.
Anaheim	it is important to me because that's only transporation I have.
Anaheim	It is very useful because it is the means of transportation that I use to get to work.
Anaheim	Do not take any buses out of the cities. Please keep all routes. Strategy B.
Anaheim	From Sunday-Saturday I would like to see the Night Owl services be there for passengers to go to work on routes 43, 50, 57 and 60. Keep up the good work. The bus is always clean. I like the cameras in the buses for suspicious activity.
Anaheim	Please keep Route 50 running for 24 hours. I work the 3rd shift and this is my only way to work. Thank you.
Anaheim	Yes on Strategy B. I don't want any line eliminated or cut off.
Anaheim	You guys are full of s*** cutting the routes go to h***.

Anaheim	I use the above routes to train adults with disabilities. Many rely on the bus service for doctor and clinic appointments, especially on weekends.
Anaheim	I understand the cost and I know they are high to have the quality buses that we we have. But my job is at nigh and the bus is the only means of transportation I have. My job is tiring and exhausting and without the night owl service my life would be more exhausting.
Anaheim	I am a disabled person who relies on bus service completely. I use the routes I listed on a regular basis. Some of the routes listed I feel need to be increased @ 46 @ 35 respectively the most traveled. I understand the finacial troubles businesses are going through., but there has to be better options than reducing or eliminating routes. If I can't get the transportation I need to survive I will be in a world of hurt. Perhaps you should look into selling the business to a private entity so you do not have to rely on the state of california which has been badly and extremely missed managed.
Anaheim	Any word about the BRT Bravo! service of when it is coming out? Will these bus lines be affected? Routes 83, 43, 50, 29 and 30. Why is \$75 million getting used for road construction than operating OCTA buses? And why is Night Owl going away?
Anaheim	I am very busy because I get to work at 9am. Every weekend I get to work late because the buses don't come often enough on the 38 and 57 and I don't agree with it.
Anaheim	I ride the bus seven days a week, ranging from 5 a.m. to 10 p.m. I could not deal with day time eliminations. I could handle reduction in service similar to June/Sept cuts. If more drastic cuts are made OCTA would not be worthwhile.
Anaheim	I would prefer Strategy B. I feel it is better to wait a little longer for a bus than to have buses eliminated. I am on the first westbound 38 and the second southbound 25 in the early a.m. so to eliminate early buses would hurt us that need to be to our jobs early. I reccommend drivers make sure windows are kept closed on the buses. Many passengers open windows. I've been told by customer service that this makes the bus work harder. Good luck and God Bless the board, as they make decisions that will affect a lot of people.
Anaheim	I've rode the bus to and from work for approximately 13 years, so I feel I can be a good spokesperson to voice out against the coming bus cuts in 2010. This will be at least the 3rd bus reduction in about 1 year's time. I understand the economic situation and that there is less funding available, and that even though we the passengers attend the meetings the reductions are probably a done deal. If I do not speak out for myself and for those that can not speak out (the many handicapped and elderly I see on the bus) than I would feel bad. Many of the buses I ride are full with standing room only, even though I know this is not the case with every bus. My main buses are the 38 La Palma and 25 Knott. I am one of the lucky ones and can read a bus schedule and try my best with the latest schedule reductions to adapt it to my work schedule. Presently I've changed to the 25 Knott to Ball Road 46 to State College 57 then walk a little further and get home 10-15 minutes later. Now 10 minutes might not sound like much but that's 50 minutes a week and almost 4 hours a month. Remember too it will be rainy season soon and if the wind blows a certain way one gets soaking wet. Imagine an elderly or disabled person in this situation. In my own situation I am a family of 4 people- 2 adults and 2 kids. We make pretty good money but barely stay ahead because of the high cost of living. We have only two cars- my husband drives one to work and my son drives one to college, both close to home. I ride the bus to work- I'm the farthest from home and my daughter rides the bus to school. We can not afford 4 cars. Besides what about environmental impact and extra traffic if everyone that rode the bus drove a car. Lastly I am on the bus at 4:45 a.m. and would like to invite or challenge any board members who may not have ridden the bus to bring their morning coffee and come ride with me. We will sip coffee and chat a while. I am on the 38 La Palma at the stop after Sunkist at 4:45 a.m. Tuesday-Friday, and have every other Monday off.
Anaheim	Caller said he works at Disneyland and he is concerned that he and his colleagues might lose their jobs because of the proposed service reductions for the night owl service. He said that employee schedules are not consistent and sometimes can run until 4:00 a.m. Eliminating the night owl service could cause many people to lose their employment because they have no way to get home. Said he is asking to please reconsider the Routes 50 and 57. Explained that OCTA is his and many other peoples only means of transportation.
Anaheim	Strategy B.
Anaheim	Lowering fares would be a good idea, especially for us passengers. The fares are kind of expensive these days and I feel that your company will have more passengers if the fares were lowered, even if just a little bit.
Anaheim	The Goddammit- Blue Blazes OCTA!! I've ridden in Japan and the E.U. I am not with the Board of Directors nor the planning team. You guys, us guys, have the best system, in the OCTA. Do your best; ridership thanks you all for the service you provide.
Anaheim	In my opinion, Strategy D would be the best to follow. Strategy C the 2nd best, then B. Least A.
Anaheim	Do not totally cut down 24 hour bus run. Do not cut any route. Just cut down trips during the day. Shorten some. Maybe create a new route. Strategy B is best for now.

Anaheim	Please do not cut down service for the above routes if all is possible. This will hurt my work with multi-agencies as I am very much dependent on the bus service to go to different work places in Orange County from time to time. I use the 57, 76, 86, 33, 30 and 43 daily. If you cut the service, it will put me out of work.
Anaheim	I think OCTA is wasting too much money in good quality and designing publicity. The quality of the services to the customer should be more important than publicity. Changes affect everyone.
Anaheim	I cannot drive and depend on the buses to get to work, doctors appointments, board meetings, and anywhere else I have to go. Many times, I ride a bus after 10 p.m. after meetings, work, etc. I am developmentally disabled and am not eligible to ride Access.
Anaheim	<p>Contents of letter to Wendy Knowles, Clerk of the Board:</p> <p>"A very important issue to me is the upcoming March 2010 bus reductions as I ride the Knott 25 bus Monday thru Friday and Plan A states this bus would be eliminated. In fact Plan A would eliminate the Knott 25, 164 Lampson, 56 Garden Grove and 21 Valley View busses just to name a few, but because I work at Knott and Lampson in Garden Grove this would really affect me. My new ways in would be 57 St. College to 54 Chapman or 38 La Palma to 29 Beach Blvd both would involve 15-20 minute walks and on a rainy day this would be horrible.</p> <p>Quite a few buses on the west end of the county are being eliminated if Strategy A is chosen and this will affect many people. A young lady I met at the bus stop lives in the Knott/Lampson area said she uses the 25 Knott bus to go to school - golden West College and work - Westminster Mall.</p> <p>I attended the downtown Anaheim September meeting and one OCTA panel member stated they were reaching out to the colleges - how can this be if you may eliminate buses that go to Goldenwest College 25 and Cypress College -21? The only idea I can come up with to help save money is for bus drivers to have passengers keep windows closed - I was told by OCTA customer service a few years ago open windows make the bus work harder.</p> <p>In regards to drivers most are wonderful caring people and I hate to see some of their jobs may be on the line in this next bus reduction.</p> <p>In regards to people the OCTA does not only service local Orange County residents but tourist from around the world it is a shame the economy is forcing these cutbacks so many people will be affected.</p> <p>I feel plan Strategy B is the best - basically wait a little longer but people would still have buses to ride and bus service. Eliminating buses routes would have a negative affect on a lot of peoples lives.</p> <p>Lastly, thanks OCTA for keeping the public - the passengers informed about the four public meetings and the two pamphlets on the March reductions. The problem is many people get on the bus and does your slogan's say "carefree ride" Your Wheels and leave the driving to us. Need less to say many passengers sadly are not aware of the coming March changes and in March when the changes occur it will be too late for input on the issue. Most people use a cell phone, chat, read or relax. I've mentioned the changes to many people and even though they ride daily are still unaware what is at stake.</p>
Anaheim	<p>I read the pamphlet on March 2010 Bus Service Reduction Strategies.</p> <p>From what I could read Strategy B seems to be the best one of the strategies of all. As a bus rider I do not feel any of the lines should be eliminated for then there would so many places that we the handicapped and seniors and school students would be possible to go to. I feel the bus system would suffer on this account instead of benefit.</p> <p>Many of us have doctors, work places, grocery markets or living areas that by eliminating bus services in those areas would be a disaster to our independence. You would not be eliminating just bus services you would eliminate our access to Orange County. Businesses which already are suffering from loss of revenue would suffer more, in customers as well as workers.</p> <p>I understand during these hard times we have to have restructuring and reductions; however elimination is not the answer. Even if some lines run only once an hour it is better then no access to places. Even if we have to stand in outdoor conditions an hour it better knowing our fate has been doom by not having bus services. Even if we have to ride in an over full bus it is better then knowing we have to cancel a critical doctor appointment because no one could take us. For no doctors or businesses will displaced to meet the need of area where there is no bus service available.</p>

Brea	The bus is my only means of transportation for shopping, medical appointments and any other necessary travel. Therefore, it is imperative that routes, especially 29 and 47, not be shortened. Elimination of Route 59 would also be a hardship. Thank you!
Brea	I ride the 29 every Tuesday and Friday. The 43 takes me to the doctors. Please keep them as they are. The 29 and 47 each take me to and from church when my ride can't take me.
Brea	Keep the 29 and 47 buses running. I prefer Strategy A.
Brea	Route 29 is very important, as it takes people to work in the Brea Mall area. So many routes arrive and leave from the Brea Mall. It is very important that they connect throughout Orange County. Strategy A or Strategy B would be the best compromise!!
Brea	Strategy B. Save Route 20. There's no other way for people to get across Imperial Highway, especially since this line serves the Social Security office in Brea.
Brea	For a long time we did not have service on Imperial Highway, which leads us to some key places in this area. I hope that you not planning to discontinue the 20 line because it connects to so many of the major lines and to so many cities . It actually helps a senior person as myself get around without a car in Brea and LaHabra, traveling to most points in both cities, to other cities and key places of importance like the the St. Jude hospital. Also, the way the route is now set up now really needs some reconsideration. I have noticed after investigation that the bus keeps a continuous circle without giving the driver a break. I enjoy service with a company that gives consideration for their employees, namely the driver. Just remember without the expert service of the driver, you have no service or bus line. Up until now the service on 20 has been perfect. Please give careful thought in this matter. Everything for the bus company depends on your driver for service so honor him or her. Give the driver some time at one end to gather his sanity after dealing with the public and traffic, which can be extremely grueling on that particular route. Orange County a has one of the best transportation systems in California have ridden most of them and several others through out our county during my many years of travel . Please don't spoil your system to satisfy or solve our economy crisis. Two wrongs never make a right.
Brea	I hopt that service on Route 47 would not be reduced. After 6:45 p.m. the next bus leaved the Fullerton Transportation Center one hour later (going North). That is already a long gap!
Buena Park	Plans to remain the same. Hopefully they remain the same. Strategy B.
Buena Park	I am in agreement with another way to save money than reducing the buses.
Buena Park	Yes on Strategy B.
Buena Park	Orange County needs to make a stronger transition towards public transportation. Having the availability of more routes only serves to OCTA's and the public's advantage. If a plan needs to be implemented, then let it be Strategy B.
Buena Park	Yes on Strategy B.
Buena Park	Strategy B, Strategy C or Strategy D would be the only options that would work for me personally. There are many 9-5ers and children that take the earlier and later buses. I feel it's important to have the 6 a.m. - 9 a.m. and 3 p.m. - 6 p.m. buses running at the current frequency to avoid a substantial loss. My morning bus is always packed on the 25 northbound at 7:30 a.m. on Knott and Orange. This is my only source of transportation. These changes are endangering my job and family!
Buena Park	Please don't change the routes too much! People need the excellent service OCTA provides. Thanks. I want Strategy B!
Buena Park	I really do need bus 33 to be on time and I think you should put more buses, not take them out. The people really need them. It's so important to get to work and back home on time. I don't have a car so OCTA is my salvation. Thank you!
Buena Park	I think the 21 and 24 should not be eliminated. This is my only way to school and if it is eliminated, I will not know how to get to school without being late. This is why I am choosing Strategy B!
Buena Park	I prefer Strategy B.
Buena Park	I go to visit my mother at Knott Ave. Care Center everyday. Route 25 is how I get back and forth to see her. I also take Route 25 to get to the doctor's office, and Route 29 when my mother is at West Anaheim Hospital.
Buena Park	Yes on Strategy B.
Buena Park	I DON'T LIKE THE REDUCTIONS OF THE NIGHT SERVICES ON 60, 42 , 43.
Buena Park	I prefer Strategy B. Saturday and Sunday service should remain unaffected by the change.
Buena Park	Plan A will affect my family very strongly. My grandpa is a senior citizen pulling the weight for my family. I have been very ill, trying very hard to feel well again. I see kids going to school on Route 25. Special kids with disabilities and illnesses take Route 25. Military veterans and people in wheelchairs trying to get from point A to point B. Billions of dollars are lost every year. What is the problem?
Buena Park	I ride the 29 bus in Huntington Beach at Garfield at 4:55. It is almost always late and is jampacked full. As a female it is very uncomfortable to ride when there is no room to even more and a man's crotch is right there in your face. Please don't cancel 21 and 25.

Buena Park	Reduce the hours. Don't stop the service on any line. 30 minutes to one hour. Strategy B.
Buena Park	I do not agree with what you are trying to do. I am a student and for me and many other people the bus is essential and I agree with Strategy B
Buena Park	I think you should go with Strategy B. That way there will be no riders stranded without a bus.
Buena Park	DON'T Eliminate routes 21 and 25. Add weekend service to Route 21. I need these routes to get to work and these routes are crowded. Divert funding from other unneeded projects.
Buena Park	I think this is bad for me and bad for the community! I can't believe you are considering doing this even after the rate increases. DON'T DO THIS. I'm disabled. It will really hurt.
Buena Park	We've seen many times drivers ignoring our stops. Line 42 gets too packed and when there's no more space the driver keeps lifting people. But my main concern is that now they are taking a little longer to pass. Some drivers drive way too fast which I believe puts us all in danger.
Buena Park	This bus makes it very useful to get to school
Buena Park	I agree with Strategy B. I am a student at Fullerton College and I take Route 25 or 21 to get to the Park and Ride. From there I take the 24 or 26 to get to school. So as a student, I would be affected if these bus lines get eliminated.
Buena Park	Yes on Strategy B.
Buena Park	Eliminating OWL is okay. During the weekdays the 42 is packed. When I come home there is usually no seat to be found. Same for the 47. You wrote about restructure for the 47. What would this entail? I know a lot of people depend on the bus just to survive and work. We depend on you mainly Monday-Friday. I think maybe you can lessen trips on the weekend.
Buena Park	Please do not stop the bus running in my area. I need the transportation. It is very important for the hospital, school and grand kids. Thank you very much.
Buena Park	Buses 29, 50, 60 and 460 are the routes I take. Thank you.
Buena Park	Strategy B. Reduce service proportionally system-wide. Please do not cut the frequency of the top ten buses! There have been fights over seats in the past and slower rides to destinations.
Buena Park	Reduce frequency on Route 46 to 45-60 minutes, Monday-Sunday. Instead of stopping at Knott, have Route 46 extend to Valley View Street, so students can get to school and Cypress College. Bus could run at peak hours every 30-60 minutes.
Buena Park	Please save Route 21! Have buses on Route 21 run every 65 to 75 minutes Monday through Friday. Have the first bus start at 6:30 a.m. and the last bus at 6:30 p.m. Route 21 could run every 30 - 60 minutes during peak hours on the weekdays.
Buena Park	Reduce frequency on route 38 by cutting the time during the day Monday through Friday, from 6:30 a.m. to 6:30 p.m. Do this for the buses running from Beach to Lakewood. Run the buses every 60-75 minutes. During peak hours, however, run service every 30-60 minutes.
Buena Park	Strategy B. I need to be on time for work. I use the 21, 26, 25 and 460.
Buena Park	My opinion is don't reduce service too much so that we can still get to work.
Buena Park	Strategy A makes most sense. Keep core (basic) routes. Basic is good. Strategy C would work too.
Buena Park	Please keep the 21 bus as it is busy for students and adults who go to work on Valley View and Cypress College and Cypress High School.
Buena Park	These routes are indispensable for me. For me the problem is that you are taking away and reducing service.
Buena Park	Please chose Strategy B. I use Route 24 everyday. It is a very important route serviceing two high schools, downtown Fullerton and two colleges. I work at CSUF. Yes on Strategy B!
Buena Park	I don't like Plan A. Weekdays I use the 25 and 54 to get to cancer treatment at the UCI Medical Center. 3-4 hours travel time and doctor treatment time. I don't have a car. I leave the driving to you. I am 71 years old.
Burbank	I just currently got my feet on the ground. I was laid off and didn't have a job for 2 years, and lost my car. Finally, I recently got a job in Brea and have been doing well for a few months, catching up with my bills. Cutting my only way of transportation will put me back in that position. The way the economy is going, cutting routes will just add people under social security rather than keeping them afloat with a job.
Burbank	I have been commuting since 2003, I've probably met 15 different drivers from OCTA. Please do not cut my route, this is how I take my kids to the community pool and this is also my way of transportation to work. Losing this transportation will cut me off, I already have difficulties to meet end's meet. I am willing to pay more for mine and my kid's fares. Just don't cut my route. Thank you for your time.
Cerritos	Yes on Strategy B.
Cerritos	I do not want any cuts at all so I want Strategy B. I cannot drive since I have a disability and buses is the only way for me to go and come back from college and do grocery shopping and be independent.
Corona	For me the best strategy is strategy A and I think its the one that benefits us all.
Corona	Strategy B would be the best for me.

Corona	I take both Routes 26 and 24. I would not want a trip reduction on either one of them. I also would not want to change anything on Routes 24 and 26. Thank you. Strategy B.
Corona Del Mar	Please choose Strategy A. It would keep all the core routes and even though some of the routes I ride could be eliminated, most of them will stay the same. Thank you!!
Corona Del Mar	Rethink the options. It's taken years to identify which routes work. It's hard to say whether route reduction or frequency reduction is preferable, without analysis or numbers showing ridership impact projections. My first reaction is that it is better to preserve routes, with some frequency reduction, to maintain core service/reach. However, since frequency reduction can lead to ridership deterioration, as people tire of waiting for a bus seek alternatives, this also could be a self fulfilling prophecy. If the core routes are maintained, with perhaps a slight increase in frequency, could overall service be better, while saving \$?
Corona Del Mar	1) The alternatives are hard to evaluate without ridership information and projected impact. 2) Routes from Newport Transit Center are key. As well as the 75 at the Tustin Train Station.
Costa Mesa	Im in favor of Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Costa Mesa	Strategy B would be best.
Costa Mesa	Strategy B. We need more buses to take us to school at Cal State Fullerton. Routes 57, 26 and 24.
Costa Mesa	I use OCTA to teach mobility training to my high school students with special needs. We also use the bus to participate in community based instruction. Having reduced or limited access to the bus will impede the learning process and prevent them from preparing for adulthood and independence. Strategy B please.
Costa Mesa	I use OCTA Monday through Friday to get to work. If the money isn't there, it isn't there. Which strategy would hurt the smallest number? I doubt that will be a consideration. Money will probably be the deciding factor. An aside: how about less freezing blasts of air-conditioning on early morning routes?
Costa Mesa	What about the 60 route? The only place on the strategy list that it is mentioned is the "Night Owl". It is not listed under "no change or frequency." Why not?
Costa Mesa	I am requesting that you promote Strategy B.
Costa Mesa	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Costa Mesa	Buses are 2000-2001 model years. Mileage is around 80,000 miles.
Costa Mesa	Do not cut the Owl service on Route 43. People use that bus to get to work at Disneyland and get home after Disneyland closes.
Costa Mesa	I do appreciate most of your bus drivers. However, the O.C. Transit system overall is inferior to others (ex: Santa Monica, LA). It is the most expensive for seniors and disabled persons! Cutting route 60 short in outskirts, not downtown, would be a big disservice to Long Beach and many OC residents!
Costa Mesa	Your strategies are good. eliminate routes that are not occupied. but i beg and plead with you to leave that routes the have night owl alone because a lot of people occupy those buses who work late like me.
Costa Mesa	I am a special education teacher in the Newport-Mesa USD. Many of my students use the buses to aid in their independence through out the community. Less bus routes will make it very difficult for individuals with special needs to be independent.
Costa Mesa	I feel that Strategy B is the best. Overall reduction of service would be best for everyone served.
Costa Mesa	I use the 173 and the 25 every weekday.
Costa Mesa	I dont understand why you want to eliminate the route that I need the most. If you could only see that I have to take 4 different routes just to get to work. I work in Newport Beach and its been 10 years that I have been using these buses. Please maintain a good service as you make these reductions.
Costa Mesa	It affects me a lot because of the route I take everyday. I take the 25 everyday to work and if that route were to be eliminated I don't know how I would get to work.
Costa Mesa	I am in favor of Strategy B. Speaking on behalf of the developmentally disabled, they are not able to have their independence if they don't have bus access. Walking only goes so far. Please don't take away their access. Having to wait for a bus or sitting on a crowded bus is better than not having a bus at all. Thank you.
Costa Mesa	I hope you don't make week-day cuts on your #71 service. So many of us rely on that route for doctor and hospital appointments. Thank you for your first class service with the buses and your call-in service helpers. I appreciate it.
Costa Mesa	We have been using OCTA buses for 20 years. We don't have a car. That's our only transportation. Please! We usually take the 55, 47 and 43. My mom works very far in Laguna Niguel. Don't do that please! Thank you.
Costa Mesa	You just changed the 43 by 4-5 minutes during the weekdays. Now I am late for the 50 bus. So I am late for work. Buses are running every 30 minutes at peak time. Please keep the schedules or go back to the last schedules.
Costa Mesa	Please don't change anything. I am in a wheelchair and the bus is my mode of transportation. I travel a lot.
Coto de Caza	How can you completely strand all the residents of south east orange county from getting to and from work?
Cypress	Please do not eliminate Route 46, as it is my mother's only bus route to and from work at Disneyland. It is also her only way to shopping centers and stores. My mom is 69 years old, and I cannot drive her around because I work fulltime and attend school fulltime. No on Plan A. Thank you for allowing me to voice my concern.

Cypress	You cannot stop the 46 down Ball Road. It is my mom's only route to her job at Disneyland and she does not drive. She's 68 years old and she doesn't have any other way to get to work.
Cypress	I ride route 46 from Bloomfield & Ball to Ball & Sunkist Tues thru Thurs in the morning and make the return trip in the early afternoon. I choose to take the bus when it would be faster to drive because I feel it is more responsible to take public transportation where it is available. In June, when service was reduced, I was lucky enough that my employer was willing to adjust my work hours to accommodate the bus schedule. If service is reduced again, I might have to stop riding the bus. I don't worry so much about myself, but more about the riders for whom the bus is their only current option. Making bus service more convenient rather than less seems a better way to attract the new riders that could help support continuing at least the current bus service. Thank you for the opportunity to comment. Unfortunately, I am unable to attend any of the community meetings.
Cypress	I start out at Bloomfield and Ball Road. I board the 46 to Los Alamitos and the 42 to Katella and Los Alamitos. Then I board the 50 to Long Beach. Some of these changes could really jeopardize me getting to work at my start time of 7:30 a.m. I hope the 46 bus is not eliminated. That is my first bus to get me to work.
Cypress	I take the 46, 42 and 211 during the week for work. On Saturday and Sunday I use the 42 and 46. Without the 46 I would have to buy a car. I use the 46 in the morning and evening for work. Do not take it away or eliminate it for mornings and evenings.
Cypress	First off... you need to expand OWL service, not eliminate it. We live in a blue collar, 24 hour world, and you're ignoring your most basic demographics if you don't expand this service. Beyond that... someone needs to seriously redraw your routes. Use LBT as a possible blueprint. OC freeways define the county, and they are diagonal. Most drivers travel directly from point A to point B, while bus service automatically includes at least one other useless point. For instance, traveling from Cypress to Irvine, I must walk a long way TO the bus (because Cypress is for some reason the black hole of transit), then take a bus all the way East before then traveling all the way South, adding ridiculous distance and time to my trip. 26 miles by car becomes a 3 1/2 hour trip by bus -- and since the buses never travel on time, if you had a job or appointment, you would have to add another hour to your trip. Pretend you're a business. You have to charge people a reasonable price for the service. When you know that most trips on your current map take at least 2 buses, you cannot charge as much as you charge for a one-way, no-transfer trip! You raised prices during the gas crunch -- but the crunch is over, and prices never reflected that. To sum up: You need to end straight-lining and serve Orange County. You need to partner with LBT and MTA to have them cover border areas, and perhaps even have them extend their services into OC. Perhaps even take over service along Willow/Katella. You need to give up light rail and other ideas that share the road with motorists, and go in favor of monorails, elevated light rail, subways, and other routes which speed transit safely, rather than slow it down hazardously... Pursue old Pacific Electric right of ways, flood control channels, undeveloped land beneath OC's high tension wires... In short, rather than treating mass transit as the last resort, develop ways to make it the consumer's first choice. If you do this, you can use the farebox to determine which services are successful, and which ones need improvement, and create a self-sufficient answer to serving community needs. And maybe then, you can ask the community which services to add, rather than eliminate.
Cypress	I vote for Strategy B - I'm all for reducing service on some routes, but don't eliminate them.
Cypress	I participate in the Rideshare program at work. I need the Night Owl 50 East to the 57 North at 2:15 a.m. I also use the 46 and 42 for weekend use. Cutting service would put me back in my car and I wouldn't be able to be part of Rideshare at work.
Cypress	Greetings OCTA Bus management. Please do not eliminate Route 25. There are many who would be adversely affected. You may reduce some trips at noon but not in the morning or afternoon. Please remember us. There are many of us near Knott Ave./ Cerritos Ave. who take the bus for convenience and other various purposes. Route 25 is the most convenient for us, to go shopping, to pick up our medication, to go to church, or to go to the swap meet. Our welfare should also be your paramount concern. Thanks.
Cypress	As a regular OCTA bus rider, I am hopeful that Routes 21, 46, 42, 50, 38, 25 and 29 will remain in service, as I rely on them to get around. Even if there are not as many routes available, I am still hopeful that they will provide at least some regular service daily and on weekends. I do, however, understand the current situation.
Dana Point	I hope that Strategy B will be picked. I take the 85 to get to Saddleback College. The other strategies eliminate this route completely, which worries me.
Dana Point	I can't walk very well and depend on the bus to get to work. My social services can not drive me and I need to make money. My boyfriend can't walk or drive. This is scary. What would we do? Please limit any more reductions to service. There has already been a lot.
Dana Point	It would seem unfair to fully cancel some lines because of possible disabled people or elderly people that have no other form of transportation. Strategy B seems best.

Dana Point	I work in an Adult Transition program in the Mission Viejo area. The students in our program rely heavily on the buses to get to work, school and social events. As you can see, any changes to these routes impact our students.
Dana Point	I just started using the bus to get to and from work and I'm enjoying my ride. The route is convenient, the drivers are friendly, the buses are clean, and there's one less car polluting our busy streets. Please DO NOT ELIMINATE bus route #187. Thank you.
Foothill Ranch	I believe that a comprehensive approach should be taken where complete routes should not be eliminated but rather a spreading of the pain by reducing the frequency of every single route so that you do not halt the transport of the entire County. Strategy B.
Foothill Ranch	Strategy B is the fairest. Eliminate bike racks. They take time and only benefit a few. Implement a single fare system for all riders. Will save time and make the drivers' job easier. Will also avoid conflict and confusion and improve customer satisfaction.
Fountain Valley	Strategy C meets my daily needs. Reduction of routes is much better than eliminating routes. Route 33 is always 1/2 full or more in the morning and afternoon. People depend on them for work and school.
Fountain Valley	I hope for Strategy A. I ride the 33, 178, 79, 35, 53, 72, 59, 56 and 54 often to get to friends and work. When will there be more money in California to supply money for the buses and their drivers to operate without further cuts?
Fountain Valley	Please do not reduce service on #33. It is nearer to my home than #35, although I take these both. I am 85 years old and have been disqualified from using the Access buses.
Fountain Valley	I would like Strategy B please.
Fountain Valley	I favor Strategy B.
Fountain Valley	<p>Dear Director Nguyen:</p> <p>First, I sincerely appreciate Staff's promise to deliver responses to the questions raised in my recent communication (enclosed). I also appreciate the Board's thoughtful deliberations and the extensive public comment now coming in from a wide spectrum of transportation system users and stakeholders. Second, I fervently believe that the current financial crisis provides a singular opportunity to reassess and greatly improve on the transportation program that OCTA has been pursuing. On Oct. 26, I heard comments, from both Board directors and the public, touching upon transportation efficiency, accessibility/social equity, and quality of life -- which are fundamental criteria underpinning the Federal transportation funding and Measure M laws from their inception. The Board directors and the public are correct in demanding that OCTA's planning and expenditure decisions be aligned with accountable performance measures at a time when all of us have to do more with less. The public testimony has overwhelmingly underscored the inequity that transit cuts further rip at the safety net of those already devastated by the long recession -- from students to seniors and the disabled, businesses struggling to survive who depend on their workforce having affordable and reliable transportation, from the central city poor to the middle class who reside in the far-flung suburbs who cling to their jobs. Programs and projects that seemed desirable years ago may not figure in today's economic environment and forecasted trends. There should be a fairminded, responsible re-look at adjusting scope, level of investment, and pace of pursuit which still fulfills the intent and promise of Measure M. Amid changing demographics and priorities, there's also the mandated redirection of SB375 and AB32 and OCTA must begin to develop strategies for tweaking the Renewed Measure M portfolio well ahead of the ten-year interval. Several Board directors and the public commented on the need for OCTA to better collaborate with municipalities and the community in creating and expanding alternative transportation choices. Rather than staking out shoot-for-the-moon BRT and Go Local long-range solutions that have absorbed tens of millions of dollars without a modicum of mobility improvement, OCTA has a present opportunity to target near-term "early action" improvements harvested from the copious planning and alternatives identified to-date in these two programs. Such projects could be exemplary public-private transportation enterprises.</p> <p>OCTA's own data presented at the Oct. 26 hearing clearly illustrate the high cost of publicly delivered transportation services, even when they are outsourced under OCTA management oversight. Plentiful creative community-based mobility</p>

	<p>solutions which are low-cost/low-risk/high-return examples exist and should be expanded and integrated into a multi-modal strategy for mitigating the impacts of the proposed cuts in transit funding. "BRT" can be quickly initiated with trial prototypic routes that could be privately contracted at higher cost efficiency. Shuttle service and taxi mode, station car-sharing, ride-sharing, school-based and church-based volunteer transport, vanpools and the expansion of telecommute/family-friendly employer policies, etc., utilizing technology for efficient dispatch and operations and monitoring metrics —should be advanced as serious modes worthy of developing and expanding. In this "bouquet" of solutions, OCTA, as the funding clearinghouse, must also own up to its transportation leadership and change agent roles. In last week's Citizens Advisory Committee meeting, SCAG's Executive Director unequivocally declared that agency's strong desire to partner with OCTA and other public and private stakeholders in "transformational projects" that can serve as exemplary role models for SB375</p> <p>compliance. When the 405 freeway expansion calls for 20 lanes and only 16 are possible even at enormous expenditures for right-of-way and construction, requisite TDM, TCM and TOD programs can surely be initiated in increments in the near-term without having to wait for 5, 10 years from now. In the final analysis, "transportation efficiency" largely depends on the quality and accountability of OCTA's programming and planning decisions to achieve the most mobility for the taxpayer's buck. It is toward that collaborative aim that these comments and suggestions are provided. There is also an urgency in this submission due to the fact that the Board is scheduled to firm up its decision at upcoming meetings on November 9 and 23 well before the independent Taxpayers Oversight Committee meets in December when the undersigned would normally provide his input. If you wish further discussion of the points raised in this letter, please contact the undersigned — I will be happy to arrange for those familiar with these proposals firsthand to meet with you or OCTA staff.</p>
Fullerton	Need not to cut. Bus service is good now. Current driver of the Route 26 bus is very helpful with directions and time tables. New to area. Great service. Strategy B.
Fullerton	I currently take the 53S to the 57S to get to work, and then (due to timing issues) I take the 26E to the 53N to get home. Looking at the map for the proposed Route 153, I would only need to take the 153 from my doorstep to my work, and back again, eliminating my need to transfer buses and generally making my commute much more convenient. I would happily support Strategy C or Strategy D if it will get that route instated.
Fullerton	Please select Strategy B for reduced service, as this is a better option than having no service on some lines. Plus, it should be easier for individuals to manage their time rather than having to experience the inconveniences of having to travel further, or backtrack to get to their destinations.
Fullerton	I am in agreement with strategy A. However, I dont like the elimination of route 24 and 57.
Fullerton	Out of all the strategies, Strategy B would be the only one that will keep me working. Cutting my route will put me on unemployment. Please help me and others to keep our routes. I would suggest to increase fares based on the distance of the travel. Maybe no more day fares. People can easily have others use them.
Fullerton	The Route 24 is my primary route to and from work. Without it, I would have to take two buses, and the connection layover can be long, depending on the direction and time of day. The elimination of this route would be fairly disruptive to my scheduling.
Fullerton	Viewing the four strategies makes me favor Strategy B the most. Hopefully it will lessen the trips after peak hours. If the 147, 59 and 24 are eliminated, many of us would not be able to commute to work. If people in other areas have the same problem, OCTA will be in even more financial trouble.
Fullerton	I feel Strategy B would be the best way to reduce service as it eliminates no routes.
Fullerton	I would pay if the bus fare was raised a little. I am an everyday rider of the 59 bus, the 54-57 buses and sometimes the 53. I know that the 54, 57-59 buses are very busy, and I am very much in support of the very busy bus lines. All of us use the OCTA buses, especially the very busy lines!
Fullerton	We have a 60 bed transitional living center program in addition to emergency services for rent, utilities, and bus passes. Most of our clients rely on the bus lines to get to critical services such as medical and dental as well as to and from work. Reducing bus service to them will make a difference in keeping a job and/or receiving those critical services. Please do not cut the bus service in the Fullerton area.
Fullerton	Yes on Strategy B.
Fullerton	Please try to maintain the current hours of operation including night owl. Perhaps it would be best to cut the midday trips when not as many people ride. Also, why can't light rail money be used to help fund bus operations?
Fullerton	I support Strategy B. I am a volunteer worker and I would like to continue doing it.
Fullerton	You would do a major disservice to me and other riders to cut service. I need daytime service to Routes 26, 24, 43, 53, 49 and 59. I hope you can find a way to keep the 24, 59 and 43 buses moving.

Fullerton	Looking at the "March 2010 Bus Service Reduction Strategies" pamphlet, I see that many of the strategies include the elimination of Route 24. I am a 22-year-old Cal State Fullerton student and I rely on that bus route to get to and from campus five days a week. Although it would be considerably more inconvenient, I can rely exclusively on the 26. However, I know for a fact that people who attend many other academic institutions also use that route. In addition to those from Cal State Fullerton, students from Fullerton High School, Troy High School and Fullerton Community College use the 24. The elimination of that route would make their commutes a lot more difficult. Budget cuts have already hit students hard. At CSUF, tuition has gone up and classes have been reduced, and I imagine it's the case with other schools. By and large college students are either too lazy or too occupied with the rest of their lives to give any great protest. I get the feeling that this docility among people my age is what makes OCTA comfortable with completely eliminating Route 24. I cannot attend the Public Hearing, which is scheduled at 9 am on a Monday when I, like most adults, have to be at work. So I hope that someone actually reads this online comment thing. Please don't do this to students. We may not be as politically active as much as some other people, but service reductions still hurt us.
Fullerton	Yes on Strategy B.
Fullerton	Strategy B.
Fullerton	I have been taking Route 213A and 213 from the Fullerton Transportation Center to Irvine. Sometimes I have to take the 24 to the Fullerton station. I have been taking this for the past year. This is the BEST service and I have no need to drive to work. Keep it up.
Fullerton	Please keep the #26 bus 5:11 westbound bus if possible. There are usually 7-12 riders. I catch it at Bradford and Yorba Linda but there are 3-4 that catch it farther out.
Fullerton	I am writing to protest the elimination of Route 24. I use this bus to get to work M - F. I am most often traveling about 11:00 am. Even at this midday hour, I see many students going to and from Fullerton College as well as to CSUF. I would use Route 26 as an alternative, but the extra walking distance can be problematic for a person like me who has a chronic pain disorder, in my case it's Fibromyalgia. I have often taken the 26 home from work, but making that walk twice a day will be difficult. Not only that, but when I do use Route 26 to come home, like today, it's usually standing room only. Where are all the riders that would be displaced by the elimination of 24 going to go? Route 26 could not absorb the impact. My son is also a rider. He is a student and employee at CSUF. He rides Route 24 five days a week, sometimes making two round trips in one day. It has helped our family better afford his education to have this service. My husband is a teacher, I also work in education part time, and I have another son that is also in college. To lose Route 24 would mean that we would have to endure the expense of purchasing a car, it's already difficult to make ends meet now. I would rather see you begin charging a reduced fare to CSUF students, (as of now, they ride free with valid school ID) than to see Route 24 eliminated entirely. Thank you for your careful consideration of my comments.
Fullerton	Start at the top. 18 board members is crazy. Get rid of 13 of them at a minimum. Cut gas and car allowance for them and give them a bus pass. Let them try to get around with all these cuts. Let them suffer with the rest of us bus riders!
Fullerton	Before eliminating service and routes, why don't you eliminate about 13 of 18 board members? Also why are the County Supervisors on the board? They can be the first to go. Or at least cut out car and gas allowances. Give them a bus pass instead. Let them see what we riders are going through with these cuts. Get rid of the fat at the top.
Fullerton	An OCTA policy against always annoying cellphone use by riders is long overdue and required for regularly schedules route coaches. There is too much stress on personal freedom as lack of such policy would indicate. Thin non-use of cell phone except in immediate medical emergency should be clearly posted on all OCTA coaches.
Fullerton	Fares go up; service goes down. Lots of riders will be hurt. Thanks. No on Plan A.
Fullerton	I understand having to reduce the service on some lines, and eliminating others. But for the riders' sakes I would hope those whose decision is it will go with Strategy B, as it is the least damaging for us riders.
Fullerton	The bus route 147 is very important because a lot of people use it.
Fullerton	The 76 is the only bus to the airport- I use it. I use the 24 to CSUF- it's always full. I rely on the 43 for late and early service, and the 76 for all travel. Use money for buses, not freeways. No more rail.
Fullerton	Strategy B.
Fullerton	I am a disabled U.S. Vet, and I would suggest Strategy B. Maybe cutting out the 1/2 hour run if anything. I use Route 24 because it is convenient for me, since I have no vehicle. I would go to the October 26th meeting, but I have a doctor's appointment. Thank you, and I do enjoy your service. It is a God-sent.
Fullerton	I vote for Strategy B. It's better to reduce the schedule then to eliminate a bus line completely.
Fullerton	I would like to have Strategy B.

Fullerton	Nothing seems ok to me now the buses are going to be full and we will have to ride standing- that is not good. Then I will go walking because the bus doesn't come by the 37 or 30. Why would I go to Brea if I have to wait an hour to take the 47?
Fullerton	Why not a reasonable fare increase? Please send via mail for future notices. Reducing Saturday and Sunday service would probably be the best solution as too many working people depend on present schedule and routes.
Fullerton	Please do Strategy B. I need to get to work on time. Thank you.
Fullerton	Of all the options you have presented, I sincerely hope you go with Strategy A. The routes I take more of the time, especially on weekends, are the 26 and 30. Any cuts to these two routes would be unacceptable. These routes don't run enough as it is on Saturdays and Sundays.
Fullerton	Please keep Route 53 as it is, with no changes. It is vital to the Cal State University Fullerton community. Thanks.
Fullerton	Strategy B.
Fullerton	Put the hours and times that the bus comes at all bus stops, so we all know. I thank you. Why do I have to wait so long for a bus?
Fullerton	Strategy B. No service change.
Fullerton	I would like for there not to be one change with route 26, as well do not eliminate route 24 and reduce the 57.
Fullerton	I read about the different strategies but none of them make sense. The person or persons proposing these strategies have never been on any of these buses before. In All of them they are suggesting to eliminate route 24. There are so many schools and colleges on this route and all the kids ride this bus all the time. My children went to Ladera Vista junior high on it than to Fullerton High school on it and now to Fullerton college. Whoever has come up of this plan of eliminating this route I would like to ask them how do they expect those children to go to school or colleges. When OCTA increased the fares our family has to pay \$38 more every month still we did not complaint about it but when you talk about eliminating the routes that we usually take how do you expect us to travel. I don't understand why someone would propose to eliminate a route that is always busy with passengers. I would seriously suggest to first eliminate the person or persons who has made these proposals as they have no idea of what they are suggesting. My family has been riding route 24, 7days a week for the last 9 years. After increasing the fare usually the services get better instead they are proposing to make them worse. I would suggest not to eliminate any of the routes. There should be other ways to cut down your cost. People are facing enough hardship in this difficult time please do not burden us with another one.
Fullerton	Strategy B. Bus 26.
Fullerton	My career requires me to travel a lot through the day and I sometimes work until the early morning hours (2-3 a.m.) By eliminating Night Owl on routes 43, 50 and 57, you will cause those who rely on late commuter buses to walk at 2:30 a.m., which can be unsafe. I would like you to reconsider this part of the reduction. I would feel much more at ease if I could rely on a bus at 3 a.m. Thank you.
Fullerton	Strategy B.
Fullerton	I have read over the proposed strategies for the service cuts in March 2010 and found all 4 to propose eliminating or reducing frequency of Route 24. As a CSUF student, I have to say that is the biggest mistake OCTA can ever make. Route 24 was described as one of the least used routes and that is not true, as it is a highly used route, often packed with students from here and other schools along its route. I please you to not eliminate service around CSUF. Many students are transit-dependent and parking is bad enough as it is here. Thank you.
Fullerton	Yes on Strategy B.
Fullerton	Please do not get rid of the 24. So many students, including myself, use it to get to Fullerton College and Cal State Fullerton. Everytime I go on it, it is crowded, and it's hard to believe that it doesn't generate revenue.
Fullerton	I favor Strategy B as i use the bus for work and school with the handicapped.
Fullerton	No on Plan A. Yes on Strategy B.
Garden Grove	Please do not cut route 33. I have been using it for 9 years and it is necessary for me. I need it for work and my kids need it for school. Although I would have to walk 30 minutes more , so long as I know I have the service I would do it but without it I don't know what I would do.
Garden Grove	These routes are vital to me: 43, 57, 53, 56, 57, 35, 60, 71, 83, 29, 54, 37, 85, 74. I use the Night Owl on Routes 43, 50, 57 and 60. I use the bus to go to work, church, shopping and entertainment.
Garden Grove	You cut the bus to Long Beach it takes my boyfriend 3 hours to go to Los Angeles. He has to wait over a hour to catch the bus.
Garden Grove	I always take the bus to go to work. The bus I use the most is the 56 every Saturday and Sunday. If you are going to make the changes, please work on the connections. I take the 56 to the 35 and everytime I have to wait 40 minutes in between.
Garden Grove	As the Regional Director for Special Olympics Orange County, we endorse Strategy B.

Garden Grove	The supposed service reductions to routes 56 and 21 are really bad news for me. Being a student, going to Cypress College, 56 and 21 are my only means of transportation. If these routes were to be reduced or even eliminated, it would be devastating, not just for me but for all the elderly people who use Route 56 as their means of transportation as well. Route 56 is also the route to the one stop center, where all the people in search of jobs go. Please, rethink your decision about the 56 and 21. This will affect me and many others as well.
Garden Grove	The best option for me is Strategy B. I use the bus service a lot and the truth is these changes affect me negatively because I use the bus everyday. The service is good and I see the a lot of people benefit from it. I have not heard anyone say that they are in agreement with these changes. The reduction of bus service affects us all.
Garden Grove	I favor Strategy B.
Garden Grove	I am upset to see the 56 eliminated under Plan A. It leaves too big of a gap between the East and West lines. Reducing service system-wide has to be a better plan. I've lived here for over 30 years. I would rather even pay more than lose the 56. I'll miss the 21 because it would make a good summer bus for the beach. Strategy B seems like the best plan.
Garden Grove	Any proposal that includes eliminating Route 56 should not be considered. I've been on that bus many times when it is standing room only. No one can say there is a lack of ridership. Many seniors use this bus as well. What do you tell them?
Garden Grove	Do not cut the span or frequency of the 54, 37, 66, 43, 50, 47, 55, 25, 59, 71, 56, 57, 42, 46 or 38. Do not eliminate the 25, 59, 71 or 46. Restore the frequency of the 59 and 71 to thier previous levels. Add new short turns, and terminate the 71 at the Village at Orange and at Larwin Square. Restore the frequency of route 56 to its previous level by rerouting it on Valley View St and Main St. Cancel the 21 as this rerouting will duplicate the most productive segments of the route. Cancel the 75. Do not cut span or frequency of the 54. Do not cut span or frequency of the 37. Do not cut span or frequency of the 47. Do not cut span or frequency of the 43. Do not cut span or frequency of the 55. Do not cut span or frequency of the 66. Do not eliminate the 25. Do not eliminate the 56
Garden Grove	Strategy D.
Garden Grove	You run a mickey mouse operation!
Garden Grove	I have been taken the bus in Orange County since 1983. I take the bus starting at 5:34 a.m. and get to my desteration at 6:45 a.m. I take two buses. I also take two buses going home. I understand that this a hard time for the bus system, but do we really need to spend the money on the tolls roads? Can't the money be spent on the bus system? I thought the whole ideal of Measure M was to help with the system in Orange County. All I hear about is cutting the bus system and spending money on the freeways. I understand that we need to do that, but why do the people that take the bus have to suffer? Any choices that are picked will hurt someone down the road. I work in Cerritos and I doubt that my company will start a vanpool for my area. So before you start stranding people, how about moving some funding around? Maybe we should increase the sales tax just to cover the bus routes. Where is the gas tax money going? People are buying gas and driving cars. Maybe the President of the Untied States should help the bus riders- they sure don't mind helping the banks. Thank you.
Garden Grove	My only mode of transportation is the bus. I go to Cal State Fullerton and some of my classes end late at night. To completely eliminate some routes wouldn't help. There will be a lot of people affected this way, and since cuts have to be made reduction to all the routes seems more fair to me.
Garden Grove	I think it's great how your reducing services, but I don't believe it's a good idea to eliminate routes. I'm 15 and I rely on the bus to get me places, such as school, the library, a friends house. My parents are working all the time. Especially people out there with children who rely on the bus to get home or to work.
Garden Grove	I think that either Strategy A or Strategy B should be implemented. I feel that keeping the core routes is essential. Using a combined strategy or modifying days/hours of operation doesn't seem to have any benefits for passengers. I think it may drastically reduce the number of people riding the OCTA.
Garden Grove	I have low income, and use the bus. I see many people need the bus to go to the market, hospital and shopping.
Hawaiian Gardens	If all the Owl (night routes) are eliminated, I think the regular hours of those routes should be extended by a few hours later, and earlier, that would overlap into the owls hours, so less people are stranded in the middle of the night.
Hawthorne	Strategy B.
Hesperia	All strategies seem extreme. However, I do realize that we are in a recession. So I would hope Strategy B would be OCTA's choice. It would affect me the least.
Huntington Beach	Hi, I use the bus for transportation every day to get to work. It is the only means of transportation I have to get there. Please do not eliminate this route because like me there are many others who use the bus to get to work. Thank you for you time and please take into account that we are hard working people.

Huntington Beach	I use the 178 Monday through Friday to get to and from work. I take the first eastbound 178 in the morning. Often I'm on the 10:05PM 178 at night. I work very late. I use the 29 (or the 35) & 38 to get to and from church in Yorba Linda. I use the 76 to get to and from work on the weekends. (I work near John Wayne Airport and the 178 doesn't go that direction on the weekends.) I use the 43 for my grocery shopping. And the 25 & 70 to get me to and from my dance class late at night. I don't have a car or even a license so these routes are EXTREMELY necessary for my transportation. Please keep these routes in place. I know they mean a lot to others as well. Thank you very much.
Huntington Beach	I am completely dependent on the bus to get to the high school where I work. I am physically unable to drive. I have been dependent on bus service for 17 years. I am really concerned about the 29 service going all the way to Pacific Coast Highway at all times because I use it for work and recreation. Please leave all service as it is. Thank you.
Huntington Beach	Plan A would hurt people (students, the elderly, the poor and the disabled.) Plans C and D would keep people from going to the bank, airport, mall or movie theaters on the weekends because many of the routes would be closed on the weekend. Strategy B would be okay, as long as the peak hours aren't affected on the lines for reduction. If the midday times are changed, the passengers can continue to get to work on time. I've been riding for 35 years. Why were the meetings held so late at night when some people can't get home after them?
Huntington Beach	If 72 is cut, I will lose my job. I work in Costa Mesa and it took me more than a year to find that job. It's hard enough without a car, but without buses I don't know what will happen to us. Warner is the main artery to the rest of OC for us.
Huntington Beach	Request that Strategy A be allowed. It would be most helpful in making appointments at VA Medical Center in Long Beach. Thank you! I use the 70 to the 1 to Long Beach.
Huntington Beach	This is the only route that goes near to HBHS and that is how my son gets home from school. Even with that route he has to walk a mile home because there are no buses that even come close to our house. Instead of eliminating routes, you should just reduce the frequency of routes. My other son takes the 25 to the train station to go to school. The elimination of routes is going to mean that people are not going to be able to get where they need to be or will have to walk or drive and many of these people do not have cars. How are we supposed to help the environment, if everyone is going to have to drive. These changes are going to adversely affect the economy if the routes are eliminated. Strategy B.
Huntington Beach	I disagree with changing anything! If there must be changes, I go with Strategy D. This will affect the least amount of people.
Huntington Beach	Please do not eliminate Route 25 or 72. I depend on OCTA to get to school and work on these routes. Thank you!
Huntington Beach	Get rid of straight line in Laguna Hills Transportation Center. Reinstall old bus lines in this section (to San Clemente.)
Huntington Beach	These cuts are disproportionate to the scale of the problem. There has not been a 30% reduction in the collection of taxes. OCTA should reduce road projects instead. Other systems manage much better- San Diego has red cards, yet OCTA still doesn't have similar. OCTA board demonstrates conflicting priorities.
Huntington Beach	I have a big problem with all of your plans. You are going to L.A., Riverside and San Bernardino counties and you want to keep them the same service while cutting service to the people that actually live in this county. For the longest time you didn't have bus service to these counties so why aren't you cutting those routes before cutting routes in O.C. I don't understand it at all. You want to inconvenience those of us that for one reason or another can't drive. Most of us have a disability that makes it impossible for us to drive to work and other places that we have to go to. With these disabilities you expect us to walk over a mile to get to a bus so we can go where we need to go without spending any longer than we do now. If you discontinue the 25 route I would be forced to walk over a mile twice a day to and from the bus and spend two hours on the bus to get to a job that is only 7 miles away. This would be hard on me, because I have problems with my feet and my knees. Even though I don't mind walking I would have problems, because I do a lot of walking at work and with my issues I would have to much stress on my body. That would be ridiculous. Do any of the Supervisors and the CEO even know what it's like to have to take a bus everyday to work from their homes. I doubt it. I doubt that they even have been on a bus for more than just to pose for pictures or to ride a couple of blocks. This route is not only used to go to work, but it serves at least 5 schools along the route along with a mall and all kind of shopping centers. I work at a school that serves special needs kids and if you eliminate the route or even reduce it we would be forced not to use the bus for field trips and teach our students to use the bus. What bothers me is I have lived in Orange County for over 26 years and it seems that the bus service would be worse now than it has ever been. I don't understand why you don't cut South County also. They were some of the last places to get bus service, but there bus service would stay the same. You have got to understand that a lot of people depend on the routes as they were with reliable services and better service and as you take that away

	riding the bus all together and then you won't have a prayer at keeping it going. It's the poor, elderly and disabled that depend on the bus and you are taking away the only transportation that we have to get to work and the doctor, grocery store and maybe a little entertainment. I depend on it to go to the beach which is the only thing that I can afford to do and if the route is eliminated or runs less frequently you will be limiting peoples lives. This is going to destroy the quality of life a lot. You guys don't care, because you have your fancy cars to get to work and everywhere else and as long as you can stuff you pockets with tax payers money you could care less about those of us that depend on the service that you are suppose to be providing. Maybe somebody besides Supervisors that are only concerned for them selves should be looking after the bus service. I doubt that anybody other than the customer service reps might read.
Huntington Beach	Please do not reduce or eliminate the hours of service to: routes 1, 29, 33, 35, 43, 71, 72 and 173. I totally depend on the above routes for employment. If anything happens to these routes my job will be lost. I have no other way to get to work! I can not afford cabs and have no one to drive me.
Huntington Beach	Please dont eliminate route 72. There are a lot of people who use 72 everyday. Thanks
Huntington Beach	Please vote for Strategy B.
Huntington Beach	Vote for Strategy C. Have the last bus run from at least 8 p.m. from the starting point. Don't make the bus end before 9 p.m. I sometimes leave late at 8 p.m. on Routes 178, 35, 29, 25, 64 and 172.
Huntington Beach	It would be great to get reduced bus fares, but if the only way to do it is to cut bus runs, the night owls or the bus drivers, I would rather pay the bus fare I pay now. As it is I take approximately 8-10 buses daily. My bus pass gets its money worth.
Huntington Beach	I work at John Wayne Airport and take bus 76 to work. TSA pays my fare. More workers would use it but your hours are poor. Especially on Saturdays, Sundays and holidays. Your advertisement of Route 76 is nonexistent, so no one knows about it. If you cancel the 76 then adjust the 178 to pass through the airport.
Inglewood	Yes on Strategy B.
Inglewood	I'm a student at CSUF and I'm also substitute teaching at Fullerton schools. The 24 is the only one that takes be close to the school.
Irvine	I support Strategy B... I'd rather be on a crowded bus, than have NO bus!
Irvine	Projected Strategy B is the best plan. Plan A, which eliminates some lines, is the wrong solution to the problem. If you eliminate lines, ridership will suffer much more than reducing frequency of all lines.
Irvine	I catch the bus at Irvine Valley College. There are no other options.
Irvine	As a mother of a disabled young adult who has relied on OCTA services because he is unable to drive, I have grave concerns about the proposed reduction in OCTA transportation services. Route #75 is especially important to us, but all routes are critical to some portion of our population. If there is no way to avoid reducing OCTA services, Strategy B seems to be the better choice. Crowded bus are better than no buses at all. Please carefully consider the impact your decisions will have on many portions of the population least able to absorb the impact of the current economic downturn. Thank you for your attention.
Irvine	Nice.
Irvine	I never heard of such a thing as putting 150 men out of work, when getting rid of 2 or 3 \$100,000 per year executives would equal it. It is imperative to have several late night buses on major routes, for the accidents, which occasionally befall us all, and for the unlucky tourist/out-of-stater/Amtrak traveler, who arrives late at night. Rescuing buses is important!
Irvine	Eliminate the least used trip times. Eliminate weekend service, and shorten the least used route segments. Do not reduce the hours of operation or have less frequent service. Keep attendant rider free. It is much appreciated!
Irvine	I could see reducing some of the midday trips but not the morning or the evening as there are alot of people that use this route to get to work and school. If there was a reduction it would be nice if the 24 was on a different schedule so we could walk over to Chapman and use that as a backup to get to the University.
Irvine	Without knowing what reductions are planned, I cannot support schedule changes. Strategy A is the best for me.
Irvine	In my humble opinion, I think the combination of Strategy A and Strategy D will be the best solution. I would like to emphasize that the best way for OCTA is to increase ridership by being more rider-friendly. OCTA should provide connections at most of the transfers (junction points so that riders have not wait for connecting buses.) If this is done, then I think riders will increase and OCTA will be earning good profits.
Irvine	As always, I have to tell you that the service should be made more rider friendly. Secondly, the transfers should be made more easily available. At present, we have to wait 15-65 minutes at transfer points. All buses should match the other buses at transfer points and no one should have to wait for more than 10 minutes at the maximum. OCTA will get more riders and more income if my suggestion is accepted and put into effect. Instead of cutting services, OCTA should try to attract more riders. Attract more riders by making the system more rider-friendly.

Irvine	I am horrified that you are thinking of eliminating routes. It is not just the number of people impacted, but the fact that you are chipping away at our society's infrastructure. Not everyone in Orange County can drive, and with the economy so bad those of us who still have cars may not be able to afford one in the future. When my car dies, I may not be able to replace it, seriously. As it is, my husband has some health problems that prevent him from driving at times. My son has epilepsy and depends heavily on Routes 86 and 175.
Irvine	I catch the bus at Irvine Valley College. There are no other options.
Irvine	I am a care provider for four young ladies who use Access for transportation to and from work and an Adult Education program. Without Access curb service they would not be able to attend any programs as they are not cognitively independent enough to go alone on the regular bus. I understand cuts need to be made but taking them from the population that needs your help most is not the best choice.
Irvine	I prefer Strategy B.
Irvine	I would prefer Strategy B. Fewer buses is preferable to cutting routes, which would seriously impact people's ability to get to work and school. My daughter uses ACCESS. If she loses that, she will be unable to go to work and class. Essentially, she will be home-bound as she is developmentally challenged and I work and am unable to provide transportation for her. Additionally, my stepson uses the 79 route, which has already been impacted with longer wait times.
Irvine	Please choose Strategy B. We need the existing routes.
Irvine	The bus is my primary transportation from home and to work. My pickup is at Irvine Valley College.
Irvine	Strategy B seems pretty solid to me.
Irvine	Please keep the 74 service.
Irvine	Please vote for Strategy B. For those citizens who are disabled and depend on the bus system for transportation to work, medical appointments, and, in general, quality of life, please do not make further cuts to service! Thank you.
Irvine	Strategy B
Irvine	I am 62 years old and already face conditions when I have migraine headaches and have to ride the bus. In addition to my limited income would make it difficult to replace my vehicle when it stops working. The bus service is already limited, and if there's no 86 bus I would have to walk at least 33 minutes to be able to go to Central and South Orange County. I would basically be stranded, and I am not eligible for Access service.
Irvine	I have been traveling by bus for the last 8 months. The best-suited route for me to reach my office is: Route 74, 7 a.m. - 9 a.m. from Irvine. Route 74, 6:20 p.m. from Redhill towards Irvine. It will be highly appreciated if you continue the service at those times.
Irvine	Please go with Strategy B if you have to cut bus service. Better to have to wait a bit longer for a particular bus than to see it eliminated entirely. My son who is developmentally disabled uses the bus (not Access) every day to get to work and visit his friends. Thanks.
Irvine	Strategy B is the best strategy. Having some bus service is better than none at all.
Irvine	My son (uses bus service regularly getting to and from job) and I support Strategy B. Thanks
Irvine	Orange County is already woefully under-served by bus service. We should be discussing how much to INCREASE bus service, in order to decrease air pollution, decrease unemployment, reduce highway maintenance costs, and improve traffic safety. The county would save money overall! I have lived in two cities with much better bus service (Berkeley and Washington DC), and OC seems very backward by comparison. There is a substantial population of people here who cannot drive -- disabled, poor, aged -- and cuts in bus service will further discriminate against them. My son is disabled and relies heavily on bus service. Perhaps there are individual routes or schedules that are not used heavily. That does not change the general argument -- OC needs MORE bus service, not less.
Irvine	I have been using OCTA service for over a year now. Please don't remove Routes 74, 59, 53 and 86. These routes serve the best connectivity to my house. Humble request: Please have 74-59 connectivity between 6 and 9 a.m. and between 5 and 7 p.m.
Irvine	My son is in Special need class at Legacy Creek Side, they need OCTA's bus to go to job training every day. Please don't cut it. My favorite is Strategy B. Thanks.
Irvine	My son has autism and I am very concerned about OCTA bus cuts. My son is at Legacy Creek Side School and they need absolutely the OCTA bus to be able to go to training's sites every day. Our young adults cannot live independently without bus service. Please don't cut them. My favor is Strategy B.
Irvine	I implore you to use Strategy B, if cuts are made. It is the only equitable and ethical choice. I'd rather stand on a crowded bus, or wait longer for one, than to have no bus at all. My developmentally disabled son depends on the 75 to get to and from work during peak hours. No bus, no job -- a little prospect of finding another one since he is disabled. The 75 and 66 service an Ability First apartment building for the disabled in Irvine, and cutting the 75 would severely limit their independence. Thank you for your consideration.

Irvine	Please do not cancel Route #59. I use it every weekday to commute from work to home. From beginning (UCI) to end (Brea Mall) for 1.5 hours. There is no alternate route. You need #213 to go through University Center to get more ridership.
Irvine	Please reduce but do not eliminate any services. I vote for Strategy B.
Irvine	I strongly support Strategy B!!!!!! Please retain this.
Irvine	I suggest a hybrid solution between Strategy A and Strategy C. Eliminate only ten routes but protect the majors, like 1 and 70, by reducing only the "short turn" schedules. Redesign the 86 route off from Alton onto the entire length of Barranca, which will cover what the 74 now does. Give better access to the Irvine station, to more people, work and shopping. A bus down Sand Canyon in Irvine would access both hospitals, the main post office, Verizon, etc. Maybe the #66 could loop down Sand Canyon?
Irvine	I favor Strategy B - to proportionally reduce all bus services systemwide.
La Habra	Yes on Strategy B.
La Habra	I take the buses on Routes 24, 29, 26, 43, 57, 59, 20 and 60 to go to work, the doctors, to pay bills, shopping, and to the market to buy food. I depend on the buses for everything, because I do not drive. Thanks.
La Habra	I strongly believe that the March 2010 service reductions will hurt and destroy people's lives. But, I would ask that Strategy A is the final plan, because I need the 29, 37 and 43 the most. All routes are fundamental to my life.
La Habra	I take the buses to the doctor, the market and to Riverside. I don't drive, and need money to pay bills. Thank you.
La Habra	Yes on Strategy B.
La Habra	I need the bus because my family and I don't have a car. We use the bus for everything.
La Habra	My family needs the bus. We don't have a car and need the bus service for everything. Strategy A.
La Habra	If you eliminate 147, 59 and 20 all together, workers can't get over to the last side of Brea to work anymore. No one can get any further east than Brea Mall. Not a good idea! Leave something to get east of the mall!
La Habra	I take many buses to work, the doctors, the mall, to Fullerton and to Santa Ana College. I don't drive.
La Mirada	For me the changes are okay but what I would like is for a flier or bus book with the new changes and schedules be sent to me instead of having them on the buses.
La Palma	People rely on the bus system a lot. There are more and more people riding. You are making it harder and harder for people to get around. They have to wait longer. For the people working late, they may have no way home, and have to walk.
Laguna Beach	I need the bus to get to school and work. It's an important source of transportation to go places. I need the bus because I don't know how to drive. Do not cut the 85 because I take it to work.
Laguna Beach	Based on the four options, Strategy A would work the best for me. If the 85 is eliminated, is there a way to get between Coast Highway and present stops before Niguel Road? The bus I take already has poor Saturday and Sunday service because of frequency. Please don't discourage more riders in South County.
Laguna Beach	Please do not make any changes to the 1, 76 and 85. Strategy A for Route 1. Strategy B for Routes 76 and 85.
Laguna Beach	If service reductions do take place, the best strategy would be Strategy B. Due to the current bus configurations, trips to school that used to take me 45 min, now take an hour and a half, and I spend most of that period waiting. Try to configure the bus schedules in order to make transfers a little less time consuming.
Laguna Beach	The 89 in Laguna is my only way to get to work or shopping. It still works for me but more reductions of schedule will make it more difficult. Weekdays are most important! I am 74 and have no car, and do not drive. Strategy A is best for me.
Laguna Beach	My suggestion would be to cut shorter routes and eliminate repeated routes. I use routes 1, 89 and 55 quite often and I would be affected because I have no car. Although shuttles are okay. I believe there will be a solution whether money is involved or not.
Laguna Hills	I vote for Strategy A I use route 70 every weekday and I use the bike rack on the front. Thank you for doing the best that you can.
Laguna Hills	I use the 87,91 to connect with the 83. Actually I take these buses earlier and I wait longer for the 83. The 91 goes to Saddleback school and San Clemente. If you reduce this route it affects a lot of people that go to school and the people who live in San Clemente who take the bus at night. If you continue to reduce the number of hours what is going to happen to public transportation? The state budget continues to be poor, therefore are there going to be more bus cuts. Why can't the federal funds you receive per city be partially given to public transportation. You have to have more ways to get money.
Laguna Hills	It is already difficult to travel in South County areas due to the fact that the buses do not run on many busy and important streets in So.Co. A reduction would make it even more difficult. A proportional cut would mean that So. Co. would be more affected.
Laguna Hills	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.

Laguna Hills	I need the bus to get to school and work.
Laguna Hills	I need the bus to get to school and work.
Laguna Hills	The reductions affect us all who use the bus and dont have drivers licenses and depend on the bus. For us to get to work we need more service in the morning and after 3pm. And this reduction sadly mostly affects latinos.
Laguna Hills	Please do not eliminate services in south county. We already have very limited service. North county has more choices.
Laguna Hills	I need the bus. I take the 87.
Laguna Niguel	I understand that severe budget cuts are causing the need to trim back services. Given this limitation, I would highly prefer to see something like Strategy B implemented - eliminating routes to certain areas will extremely limit my and others mobility - frequency and hour reductions would be most acceptable, particularly during off-hours, as I am a heavy user of commuter-hour bus service. Thank you-
Laguna Niguel	Strategy B would be a fair option. I don't drive and I am 61 years old, so I bought my condo in 2007, because it is near a bus stop (although it is more than a half mile to the bus stop one way.)
Laguna Niguel	I do not support plans A, C and D. Route 85 goes to Saddleback College in Mission Viejo. Students need that route. Route 187 is useful in South Orange County. It's 1 of 2 routes in Aliso Viejo (besides 490). I would agree with Strategy B.
Laguna Niguel	I wouldn't vote on any of the planned route cutbacks for the simple fact that I use a majority of the routes.
Laguna Niguel	Strategy A would have the least effect on passengers on buses in South County. Please use options that would least impact most people. Please make mass transportation a priority in your budget discussions.
Laguna Niguel	I live off La Paz Rd. and work in So. Laguna Beach. I take #85 to PCH and connect to # 1 North to get to work. I don't have a car. The 85 is the only line to service Crown Valley from PCH to Mission Viejo and for a lot of people it is a life line. I have no other way to get to work. It would be detrimental for a lot of people, if you eliminate this line as proposed in 3 of your strategies. Please, please rethink!!!! Moms drop of the kids at school, housekeeper's get to work, senior citizens get to the pharmacy, high school students get to school, students get to Saddleback College and others like me (I teach) get to work. There is no other bus line at this part which could take over and we would be stranded. I've been taking the bus for 20 years now and we did not give up when the drivers striked- please don't leave us stranded. I'm out of solutions if i can't get to work and would loose my house and lifestyle. Please reconsider. Strategy B is the best solution, since south Orange County needs service too. I realize Anaheim and Santa Ana have more riders, but we need you down here even more, are not as many routes and frequency to begin with. We need the buses especially in the mornings and afternoons, maybe during the day the frequency could be spaced out more. Please don't leave us hanging.
Laguna Niguel	I favor Strategy B. Our special needs adults will be hurt by this. The number of special needs people is growing alot and they can't be independent without the bus routes. How will they get to work, the doctor office, grocery store, etc. without the bus????
Laguna Niguel	I favor Strategy B so that the 85 is not eliminated.
Laguna Woods	Preserve Route 21 at all costs. Part of Strategy B. Your maximum diligent efforts are required in this project. We appreciate all of your ideas and strategies. Thank you.
Laguna Woods	As a senior still working two jobs in Lake Forest, which is serviced by Route 177, I desperately need you to maintain service Monday through Friday during the day time hours of 9 a.m. to 5 p.m. Either Strategy C or Strategy D would enable me to keep working in Orange County. I have spoken with many other people who are also in need of your service during these working hours.
Laguna Woods	Strategy A would be the best for me because I only use the 70 and 91 routes. I'm not sure if Strategy A is the best for others, however, because people depend on some of the routes that may be canceled.
Laguna Woods	No change for South County. Be on time.
Lake Elsinore	Although budget has been an issue, if I had to chose with the proposal, the only one that would benefit me and my other co-workers is Strategy B that rides this route. I also dont mind if there was an increase in fares. Other suggestions I would also like to address to you that most of the riders gets upset about and causes them to ride less is, the punctuality of the drives, helpfulness of the drivers, knowledge of the routes/map. We have experience a number of drivers who almost caused our jobs due to inexperienced drivers they put in our route, and from day to day, some riders just decide to stop riding the bus. I would also suggest friendly user catalogue for elderly seniors, I always see elder riders to be confused and ask the drivers but the drivers always give a rude response. I think these little things makes a difference to riders. Hopefully you'll find my suggestion helpful not just for my route but for other routes also.

Lake Elsinore	There are other options. We can change the strategies. Cutting lines will just cut off people's way of transportation and they won't have a way to get to their job. In OC, we improve streets so much even if it's unnecessary. Why can't we redirect some of the funds to transportation? Cutting routes will affect taxpayer's with less income. Strategize for a user-friendly route schedule and friendly drivers. We have so many seniors who ride the bus, they are often confused. Also, we can extend the routes instead of having different buses connect. This may balance the budget. I don't mind paying, so please don't cut my route.
Lake Elsinore	I was informed that my route(147) might be cut but of this happens I will not be able to make it to work any more. Seeing that I am the sole source of income for my family this would be a big burden.. I am asking please to not cancel route 147. Thank you for your time.
Lake Elsinore	If I have to choose, Strategy B would be the only thing in my favor. Please do not cut Route 147. We really need this as it is a big part of our transportation. We are willing to pay for extra fare.
Lake Elsinore	Strategy B is the best choice. Suggestions: friendlier bus drivers, punctual bus drivers, and a user-friendly map and bus schedule. Resolution: Increase the bus fare.
Lake Foest	I like Strategy A, Strategy C or Strategy D. No more service cuts on the 89. One 89 service northbound at 5:45 to 6:45 p.m. Before there were 3 services between 6 and 7 p.m. Now there is only one. The waits are too long. Soon I may buy an old car.
Lake Forest	My disabled son used this route (177) to go to his school programs in Mission Viejo. I know how hard it is nowadays with the budget cuts but please keep route 177.
Lake Forest	Need to run all south county buses on weekend. Keep nightowl. Keep access running. Keep bus schedules, take out back cameras. Access at night. Veolia should run at night.
Lake Forest	I need the bus to go to school and work. Please don't cut the buses.
Lake Forest	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all. And tell them you favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Lake Forest	I love to ride the bus. Do not take away the bus.
Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	I need the bus to get to school and work. Please save the 177.
Lake Forest	Eliminating any of these would cut off my independence to get around my community and to important medical offices and work places and social activities.
Lake Forest	I ride the 177 bus everyday. Please don't eliminate this bus. Could you use smaller buses to gave gas? I need this bus. I don't drive.
Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	I favor Strategy B .
Lake Forest	I need the bus to get to school and work. Please save the 177.
Lake Forest	Please don't eliminate Routes 76, 86 and 89, because I use them to go to my work and go back home. Not only me but other people who have to use the buses so early in the morning will have a lot of problems. I hope you can find a solution.
Lake Forest	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.
Lake Forest	Please try hard to keep buses running. Thank you.
Lake Forest	The bus is about the only way some people can travel. I am one of them. I have already been affected by all the changes.
Lake Forest	Any more changes will make is more difficult for me or anyone to travel by bus. The bus is already a very expensive way to travel now and inconvenient with all the changes.
Lake Forest	I am personally begging you no to get rid of any buses or routes because there are a lot of Latinos that need the transportation, we ask that you take into consideration our needs. There are a lot of us depending on the bus.
Lake Forest	My son is a young adult with epilepsy and relies on OCTA as his primary mode of transportation. Reduction or elimination of bus routes and operation hours would significantly limit his prospects for getting to and from employment opportunities.
Lake Forest	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Lake Forest	I need the bus to get to school and work. It is important to not have hte buses cut because most people don't have a car. Also, we need all the transportation buses to get to our destinations. I would appreciate it if you could not cut all the buses.
Lake Forest	We need the buses for our Futures Program. Our SH students can not be without transportation. To discontinue this service would be an unjust decision for those unable to drive.
Lake Forest	Please do not change the 89, or eliminate the 86, because I ride it often.
Lake Forest	Do not eliminate these routes. I need them to get to and from work.

Lake Forest	We know of the current situation with the state and federal government. But for all the people who need the bus service and dont have another means of transportation I ask that do not eliminate routes.
Lake Forest	Please do not eliminate these routes. Its better to accomodate the schedules so that no one is late to work or school. Thanks for you attention and service. Please use Strategy B.
Lakewood	Reduce the hours of operation, or have less frequent service. Do not eliminate the least used routes or weekend service. Strategy B.
Long Beach	I dont think its a good idea to make the changes. We need the bus, not a lot of us have work right now and those who do cannot afford to lose the bus service. There are a lot of us who need this sevice.
Long Beach	I hope you'll go with Strategy A. (Preserve service on core routes.)
Long Beach	You are already the worst service of southern California.
Long Beach	I take the 46 East at 5:20 a.m. to Disneyland and catch the 46 West at 2:40 p.m. You eliminated the bus I used to take. Disney buys passes from you. Don't omit routes to Norwalk/Los Alamitos from Ball/W. Ardlow. I need to get to work at 5:50 a.m. and home by 3:30 p.m.
Long Beach	I work Monday through Saturday. I take the 60 at 5:30 a.m. at the Long Beach Hospital stop. Raise the fare!
Long Beach	Strategy B. I don't think all of this is fair. People have families and children to worry about. Everybody needs a job to stay off the streets. If you take that away, you may be taking away their homes.
Long Beach	Favor Strategy B. Some service is better than none. Present service- Morning: East Long Beach to Western Ave/Garden Grove Blvd. 2 hours. Evening: 1 hours 15 minutes back home. 4 & 3 buses. Saturday: Long Beach-D, OCTA 60 walk 1.6 miles. Sunday drive; OCTA 25, 60 LB-D
Long Beach	This would cause a severe financial hardship. I would not be able to support my family. I depend on Routes 50 and 60 for transportation.
Long Beach	I use the 60 and 164 buses to get to and from work everyday. These routes are critical to me. The 164 is already very reduced with service every hour. In addition, after riding the 164 for over 2 years now, I have noticed a steady increase in the number of passengers especially within the past 6 months. More people are using this route and I think that this is a good reason to preserve the 164. If absolutely necessary, I would vote for Strategy B, the only strategy that would preserve some of the 164.
Long Beach	The reason why I think that they shouldn't eliminate the 46 is because I take this bus in the mornings during the week. It will be very hard for me to get to work in the mornings and home in the evenings without it.
Long Beach	I see that quite a few of the changes routes include eliminating route 24. This is a mistake! I take the Metrolink in from LA and ride route 24 or 43 to 24 inorder to get to work at Raytheon. If route 24 is cut, there will be no access for the Raytheon Company.
Long Beach	Please keep the core routes. Strategy A. The core routes greatly benefit both Orange and Los Angeles counties. Thank you.
Los Angeles	If reduction is needed, than Strategy B is the one that should be utilized.
Los Angeles	I prefer Strategy B. Personally I noticed that most routes that were considered for elimination are used by many students and are generally packed. This is why it is the best proposal.
Los Angeles	Yes on Strategy B.
Los Angeles	Strategy A. Preserve service on core routes.
Lynwood	If you eliminate route 20 it would overwhelmingly affect me. I dont drive. I am in agreement with raising the fare prices so that you can continue route 20 the entire week.
Midway City	Do away with all freebies. One pass pays for one seat only. No more multiple seats. Size of packages should be limited. Airlines do it, why not you? Cell phones turned off before boarding.
Mission Viejo	I need it because I don't drive.
Mission Viejo	It has come to my attention that OCTA plans to significantly reduce its service throughout Orange County. That would be a serious mistake, as you bus service is the only mode of transportation for so many people. People rely on you. My autistic daughter is nineteen years old. She participates in the Futures program of the Saddleback School District. The teachers of the program are teaching her to get around, via the OCTA buses. They need these buses in order to carry out their program, whose purpose it is to prepare special needs young adults to become as independent as possible. My daughter will never be able to drive a car. The bus system provides her with mobility that she can not have in any other way. Yes, economic conditions are difficult right now, but please cut as few bus lines as you possibly can hopefully none.
Mission Viejo	The truth is the people have been heavily affected by the september reductions. Now what are you going to do for us? Are we going to be left without transportation. Please we all need this service. Without is how are we supposed to get anywhere?
Mission Viejo	I am a teacher in the FUTURES program. My students have become more inpedendent because of the bus service. They are happy and have a lot of dignity. I am very proud of them. Please do not take away the routes listed above.

Mission Viejo	My son is autistic and will need to ride the bus to go to school and to work. He cannot drive. There are many disabled people who rely on the bus service. Those who are severely disabled absolutely need ACCESS to get to doctor appointments and other outings. When my mother had her massive stroke, using ACCESS to get her from the nursing home to our home for a visit was our only option. As the economy continues downward, bus service may become even more important. Limited routes, lack of bus shelters and low frequency are three reasons why current bus service has not been popular to many people. To cut even further may be necessary, but to take away the one source of mobility to the physically and developmentally disabled and the elderly is not right. Cutbacks will also result in even lower ridership. Looking at the options, I would choose Strategy B as it causes the least effect to the ACCESS system and keeps most routes intact.
Mission Viejo	Please do not take away service on the 87. It is my only means of transportation
Mission Viejo	Please do not eliminate bus routes in Southern Orange County. We need our buses to help people with disabilities have dignity and independence.
Mission Viejo	Please do not eliminate bus routes. Southern California needs buses. Our routes are as important as routes that have more ridership. Keep us being able to go to school or work.
Mission Viejo	I can't drive due to a developmental learning disability. I will always have this limitation and not be able to drive. I use Route 85 to get to Saddleback College and the 91 to get to a part-time job. Route 85 is used by a lot of Capistrano Valley High School kids.
Mission Viejo	My son is developmentally disabled, and though he never uses the bus there are SO MANY DISABLED people who NEED to use the bus. Please don't eliminate their buses! For many of them it is the only way they have to get around!
Mission Viejo	I need the bus to go to school and work.
Mission Viejo	I'm a senior and I would suggest Strategy B, Strategy C or Strategy D. We riders are affected if you eliminate Route 87. It is my starting point to get to another bus on Routes 85, 89 or 91.
Mission Viejo	Please do not take away the 87-89-91-85-187 because I don't have a car. The bus is my transportation for myself and my family. Thanks for everything.
Mission Viejo	Strategy B.
Mission Viejo	Strategy B. Reduce service proportionally system-wide.
Mission Viejo	Eliminating the 85 or 86 will be a hardship for many, many people. I don't understand how anyone at OCTA came up with this plan. The 85 is always full during work hours & weekends.
Mission Viejo	Use Strategy B.
Mission Viejo	Keep routes 70, 82, 87, 85, 91 and 191. Use Strategy B.
Mission Viejo	I would rather ride on a crowded bus than to not have any transport at all. I also work with the disabled and they rely heavily on the bus system so please reconsider your reductions...
Mission Viejo	I use bus route 85 to get to and from Saddleback College ten times a week. It is the only form of transportation for me to get to college. It would pose a huge inconvenience for me if route 85 was eliminated.
Mission Viejo	Cutting early and late bus service, cutting routes, or changing routes will prevent hundreds of adults at our school from attending classes and work programs in South County. If a change is made the least impact for our school programs would be to adjust the mid-day (noon) bus services only.
Mission Viejo	The elimination of Route 85 would be a great hardship for many people young & old. We depend on this bus to get us to and from work, to the doctor's hospital & shopping. To eliminate it would mean many people would lose their jobs. I moved to this area from a different state because of the great public transportation system. While many other states are improving their public transportation Orange County is eliminating it. What a great injustice to your passengers. A reduction or price increase would be more acceptable than to eliminate the 85. We would not be able to get to any other connecting bus without the 85 from all areas. Things are hard enough on your seniors without making it harder for them to get around. Please DO NOT eliminate this route.
Mission Viejo	I miss having the bus times on the bus stop signs.
Mission Viejo	I speak for all of the riders on this line who say "We would like to keep this bus route, especially the Vocational Visions Clients who use this line at Madero and Pala in Mission Viejo" Please do ANYTHING YOU CAN to keep this line!! THIS IS VERY URGENT!
Mission Viejo	Plan A is too drastic of a change. Not to mention that I'll be out of work if it takes effect.
Mission Viejo	I am a developmentally disabled adult in the FUTURES program. I need OCTA to get to jobs, community based instruction, leisure activities, etc. OCTA helps me to be independent.

Mission Viejo	I need ACCESS and I am concerned that if Route 85 goes away ACCESS service along that route will go away. All but one of the Strategies calls for eliminating bus routes. Plan A eliminates more than any other but 2 others eliminate 11 bus routes each and all but Plan B would eliminate the 85. A number of Regional Center clients depend on 85 to get them to and from home and their supported employment jobs at stores on Crown Valley and Marguerite Parkway and to jobs at Mission Viejo City Hall on Marguerite Parkway while more rely on ACCESS to get them to their jobs or Vocational Visions workshops. While some people might be able to walk longer to another bus, many disabled persons can't and must depend on transportation as near as possible to where they live. This needs to be taken into account when deciding which plan to follow. If bus routes do go away, there must be some kind of provision made for ACCESS users either not have ACCESS pegged to those bus lines going away or create alternatives that ACCESS users can use. These are important considerations to keep in mind. Thank you and best wishes.
Mission Viejo	I work with individuals with disabilities who rely heavily on OCTA for mobility. That's why favor I favor Strategy B. Our program participants would rather be on a crowded bus or wait longer for one, than have no bus at all. Thank you.
Mission Viejo	I hope routes 85, 82, 86, 87 and 91 keep working. It's the only way for me to get to my job. Please, please do not eliminate.
Mission Viejo	I have a minor disability and can't drive a car. OCTA gets me to work, school and everywhere else. Please keep the 86 and 85 lines available or I will lose my job and my scholarship to college. Thank you.
Mission Viejo	I am an aide in an Adult Transition classroom and without buses it hampers teaching routes and prevents independence of being able to work in the community.
Mission Viejo	I can't afford to own a car and insurance. I lose everything if you drop the 85 and 86 routes! My friends and sister all use buses and don't understand how the 85 and 86 are not important. They are our lifeline.
Mission Viejo	I only take bus #85 from Mission Viejo to Dana Point Monday through Friday, and sometimes on Sundays. How would I get to Dana Point if Route 85 is eliminated? Please advise me if you can. Thanks so much.
Mission Viejo	I have no means of transportation other than OCTA. I am a single female and a senior who works two jobs, volunteers and attends Saddleback Church. I ride over 100 buses each month and cannot live without OCTA, especially the 85 and 86 lines. What am I supposed to do?
Mission Viejo	I HAVE LIVED IN ORANGE COUNTY SINCE 1979 & HAVE USED THE OCTA FOR THE ENTIRE TIME. I HAVE A MINOR DISABILITY THAT PREVENTS ME FROM DRIVING. I AM GRAVELY CONCERNED FOR MYSELF AND THOUSANDS OF OTHERS LIKE ME WHO DEPEND ON THE OCTA FOR OUR "WHEELS." FOR ME ESPECIALLY, THE 85 & 86 LINES ARE THE LIFEBLOOD TO MY 2 JOBS, COLLEGE & THE WORLD. THESE LINES MUST REMAIN AVAILABLE. I RIDE OVER 120 BUSES MONTHLY TO GET TO WHERE I NEED TO BE. PLEASE CONSIDER THE THOUSANDS LIKE ME WHO DESPERATELY NEED THE OCTA TO REMAIN A HEALTHY MODE OF TRANSPORTATION. MY BEST FRIEND RAISED 3 CHILDREN WITH THE HELP OF OCTA AND I SEE MANY YOUNG MOTHERS DOING THE SAME TODAY. WE CANNOT SURVIVE WITHOUT THE OCTA. RAISE FARES AGAIN, INCREASE TIME BETWEEN TRIPS OR WHATEVER NEEDS TO BE DONE TO HELP OFFSET THIS FISCAL CRISIS. BUT YOU CANNOT ALLOW ROUTES TO SIMPLY DISAPPEAR. OCTA IS PUBLIC TRANSPORTATION FOR THE PUBLIC, FOR SENIORS LIKE ME.
Mission Viejo	I am a single female, a senior citizen and depend on the OCTA. I need to take routes 85 and 86 on a daily basis in order to live and I need to take routes 86, 85, 89 and 1 in order to make a living. The 85 services Saddleback College where I am completing a certificate. The 86 makes it possible for me to only walk 15 minutes to my home from the bus stop six days a week. There are many seniors, disabled and students who use these 2 routes daily. OCTA must keep servicing us.
Mission Viejo	I am nearing senior citizen age and have several health issues, two of which are disabilities that require me to have a cane. When at all possible I do not drive, so I either carpool or take the bus. I would rather see an increase in fees than eliminate routes (especially the 86 for me). You have provided great service.
Mission Viejo	Please do not eliminate Routes 85, 86, 87 and 89. Vocational Visions clients use the #86 and #87 routes. These routes need to be saved. Also, eliminate all the short trips on all routes.
Mission Viejo	Cut the short trips on the 47, 53, 57, 60, and 64 routes and on all other routes that have short trips, to allocate money to keep the 85, 86, 87 and 89 routes.
Mission Viejo	I rely on Routes 85 and 86 to get to work and school. I work Monday through Friday and go to school afterwards. Please don't take this away from me. I am not able to drive a car.
Mission Viejo	I would rather be on a crowded bus than have no bus at all. I also have a special needs daughter who depends on the city bus to get to work and school activities.
Mission Viejo	The buses are the only option I have to get to school. Please, we need it.
Moreno Valley	Yes on Strategy B only.

Newport Beach	Please approve Strategy B as my special needs sister is relies on the system for transportation and would be stuck for a way to get around town.
Newport Beach	I choose to take the bus to support public transit & to keep one more car off the road. My morning & evening trips to work are an hour long, versus the 13 minute drive. With the recent changes to the 47, 71 & 178, I need to wake up 20 minutes earlier & arrive at work 30 minutes early. If I miss any one of these buses I am now almost 45 late for work, rather than only 20 minutes. The same faces (mainly people heading to work & school UCI, Orange Coast & Fairview) are on the buses that I take every morning, which I assume means every one is dealing with this change the same way I am. The reason people tell me they don't use public transport is because they have to wake up at wee hours of the morning to get to work on time. Any more reductions to these routes makes taking the bus unrealistic to anyone, like myself, who can afford a car and extremely inconvenient for those who can't.
Newport Beach	Eliminating the 76 is unthinkable for numerous seniors and disabled people. They are totally dependent on Route 76, which already has a slow schedule. Remote areas of Newport Beach can only be reached by the 76 route. That would be inhumane!
Norwalk	It looks very bad and many people will walk. The 30 and 43 will pass early or if you're there it doesnt wait for you.
Orange	ROUTES 24 AND 59 ARE THE MOST DIRECT AND THE LEAST TIME CONSUMING WAY TO AND FROM WORK. IT TAKES ME 1-1/2 TO 2 HOURS EACH WAY EVERY DAY. ANY OTHER ROUTE IS MORE TRANSFERS AND LONGER TRANSIT TIME. AND INVOLVES LONGER WALKING DISTANCES.
Orange	After reviewing all four proposed strategies, I believe Strategy D would be best.
Orange	Strategy D works best for me. I can't believe your cutting service instead of making it better. I always vote pro bus/train. Why aren't we getting the green federal money to help out?
Orange	I use bus 167 and 24 to get to Cal State Fullerton M-Th. I no longer have a car because it was recently stolen from the Park and Ride parking lot at Tustin and Lincoln. This is the only way for me to get to school now. It will be hard for me if these routes are eliminated.
Orange	I am disabled and use bus service. So does my wife and daughter.
Orange	I need this route to get to and from work in a cost-effective way. I ask the board to please consider decreasing frequency instead of eliminations of the route. I work on maintaining buildings and want to keep making a living. Thank you. P.S. I used this route for over 3 years. Please do not eliminate.
Orange	Strategy D seems the better of the strategies, but you always ask the public when you know you have already made your decision. If you make the buses come every 45 minutes, so many people will be late for work, or it will be hard for them to get to work. You will find more cars on the streets and freeways. I have been riding these buses since 1975.
Orange	I do not lake this bus reduction schedule! However, Strategy D seems to be the lesser of three evils. The routes I take are common for workers as well as students. Restructuring needs to be considered very carefully! Please consider no changes if possible.
Orange	Of all your strategies, the best one in my opinion is Strategy B. However, even that strategy is sadly lacking. For some reason, no changes whatsoever are proposed for any of the 400 series of bus lines, and I feel this to be very worrying as these lines mirror others already in service.
Orange	<p>First, I want to thank you for the many years of wonderful service OCTA has provided to thousands of Santiago Canyon College students who have traveled on the #54 bus route in order to attend classes at our college. Indeed, without OCTA service, most of them would not have been able to go to college to improve their lives and the future of Orange County. As President of SCC for the past eight years, I'e had an opportunity to literally watch from my office window (which faces the bus stop) the growth in OCTA student ridership as the number of college-bound bus commuters continued to match the phenomenal growth of our college. You need to know that Santiago Canyon College is now the fourth fastest growing college in the nation (with over 10,000 students here at our main campus in east Orange and 8,000 at SCC's Orange Education Center in west Orange at Katella and Batavia), and more than two thousand SCC students ride the #54 bus each week relying on OCTA for their safe and timely arrival to classes each day provided</p> <p>by your friendly, courteous and professional drivers. I certainly understand and commiserate with OCTA's Board of Directors regarding your loss of state funding and other revenues. Our college is in the same predicament, and we have had to cut millions of dollars as well as reduce our workforce in order to build a balanced budget for the 2009-10 fiscal year. Nonetheless, I must watch with you to consider the negative impact a cut to services on the #54 route would have on the future of thousands of students who share a dream of educating themselves in order to create better lives for themselves and their families. Therefore, on behalf of the thousands of #54 bus route students attending Santiago Canyon College, I urge you to support Strategy C. If this is not feasible, please support Strategy D, and finally I must ask that you not modify the frequency, nor reduce the number of trips on the #54 bus route. Thank you and my best wishes to you during your difficult deliberations.</p>

Orange	I do NOT drive, so OCTA bus transportation is VERY important to me. I've been riding since the days of the wonderful "69" and have seen many changes in the service. The most recent schedule changes have already impacted those of us who rely on bus service to get to work on time. (I suppose your response could be "at least you can still get to work!") And I guess that's right...but it seems that the changes affect those who are most in need of the service--infirm people cannot walk the extra distance; people NEEDING to work later shifts NEED transportation. I respect the fact that there are fewer \$ to work with--we're ALL facing that serious problem--but may I ask you to be as careful, thoughtful, and creative as you can possibly be to avoid changes that could ruin job or education opportunities for people in serious need? Thanks for letting me comment....
Orange	59 is the bus that takes me to and from work; Glassell/LaVeta to Grand/4th Street. To work the early 6 a.m. hour, bus is full. The next bus (later than the 6 a.m. hour) bus is packed. 59 route is necessary to a lot of riders. I do believe the reduction is OK for the times where there are less riders. I know this is a difficult decision because it will be harder to get around with the lack of connecting bus lines. Is there some way for OCTA to have fund raising events? Or get wealthy sponsors to help funding for the buses? Thank you. :)
Orange	Strategy A. I think it sounds reasonable. My vote would be for Strategy A.
Orange	If you discontinue route 167 then how will I get to work. I do not drive and this is the only route that runs from my house to work with out having to change bus. I know funds are low but can't we drop some pick up time or weekends. That way you don't have to drop the route all together. The amount of passengers change all the time. But there is always ten or more on my bus route. I take it early in the morning and return trips are evening trip. How will I get to work if this bus route is cut. Thank you for reading what I had to say. Most of the people on my bus route doesn't speak english or have a computer to respond to.
Orange	Strategy B. Keep it.
Orange	I am in favor of Strategy B. Don't further disable the disabled by taking away their transportation.
Orange	I favor Strategy D. But Route 46 is already at a frequency that makes it difficult to ride.
Orange	The change in the 54 schedule has created a great amount of hardship in getting to work in the morning. 54 is a busy route. Why would you shoot yourself in the foot and change a busy route, which is actually a money maker?? Also, the fact that 454 is provided for the sole use of those who come from the Inland Empire is bothersome. I travel North from Mission Viejo and none of the 454 buses in the AM will take me to work unless a train from the East is there. If they are delayed, then I, who got here on time, am delayed. Why is my group from the South not as important?
Orange	Introduce: Regular bus fares for peak hours and non peak hours! Cutting or eliminating Saturday and Sunday service are bad ideas!
Orange	I am trying to find work in North Orange County. The reductions would hurt my chances of locating employment. I am a disabled individual.
Orange	I am dissapointed that you would choose to eliminate the 46, and limit routes 56, 59, 71 and 53. Many patrons use that. I have ridden the bus for a long time and I don't want to see the bus service go backwards.
Pasadena	AbilityFirst owns an apartment building at the corner of Walnut and Harvard in Irvine. Every lease holder has either a physical or developmental disability and most do not drive. It is important for their well-being and ability to access the community to have public transportation come by their building. To deny this by eliminating the route will most certainly be detrimental to their ability to live independently. If cuts must be made we favor Strategy B.
Perris	I am a student who attends Cal State Fullerton. A lot of these plans are canceling Route 24. If this happens, I won't be able to attend college anymore. This will have a very big impact on students, and canceling a route that goes between Cal State Fullerton and the Anaheim Canyon train station basically stops students who come from Riverisde and that area from attending that school. It is a large number of students, and doing so will have a very negative impact on a large amount of students.
Placentia	Strategy B.
Placentia	1. What considerations, if any, were used to develop the 4 bus service alternatives with the fact that North OC residents are heavy users of bus service compared to South OC residents? 2. An alternative considering volume of rideship should be included and identified for alternatives they were used on. 3. If routes were plainly eliminated, what other options are there for bus users to go to work, school, and health facilities? For example, Route 24 serves Cal State Fullerton and the new Kaiser hospital at Miller and La Palma. Ave. 4. What is the logic used in alternatives eliminating routes knowing this would unjustly punish the poor? 5. Limited service is much better than no service. I support the frequency reduction alternative. 6. Are there any Federal and/or State guidelines on how to reduce bus service? Do these alternatives comply with those requirements?
Placentia	Strategy B.
Placentia	Need the routes and time. Strategy B.

Placentia	Strategy B is best. People can go somewhere if all routes are reduced, but nowhere if the routes are gone. Keep the 24 to the mall, 2 colleges, near the train station and park and ride. Keep route 59 to the railroad station, Brea mall, UC Irvine and the connection to Route 83 in Laguna Hills. Orange County has poor service. Don't damp it completely. Many elderly should not drive. There will be more accidents if there is less bus service. There will be more bad drivers on the road.
Placentia	Strategy B. People must get to work and pay their taxes!
Placentia	Bus Route 213 should not be eliminated since this is my only way to get to work. I even had to wake up at 4 a.m. daily to get the first trip.
Placentia	Terminating the Night Owl on routes 43, 50, 60, 64 and 57 would be a disaster for me. I am disabled and sometimes I need to get to the emergency room at night. (I don't call 911 because it is too expensive.) We need more buses on Route 42 on Saturday and Sunday, for the swapmeet.
Placentia	Strategy B is the only one that makes sense.
Placentia	Please do not get rid of the 24. I take this bus to work everyday. I work off Tustin and Meat. If I miss the last 24, I can always depend on taking the 50 to the 59 to get home safe. Please don't get rid of these buses, because I wouldn't be able to get to work. I might have to quit my job.
Placentia	Frequency should be increased wherever large ridership is possible. Where small numbers use the bus, can a smaller, less expensive bus be used? As a potential riders, I found it helpful to preview the bus on campus at CSUF. Perhaps a bus parked at shopping malls with the opportunity to be seen by new riders would help to raise a number of users.
Placentia	I use the bus frequently, and think that Strategy B would be the best solution.
Placentia	I feel this would not let people get to work on time and would cause a hardship for those who depend on public transportation, because of the delay in time. People need the bus to get where they need to go.
Placentia	I agree that Routes 24 and 26 are redundant for much of their routes. What if Route 24 terminated at CSUF? (Like half of the 26 buses do, but in the other direction.) You could still provide almost the same service through Fullerton, but could cut out half of Route 24, probably saving 10+ hours per day. Shorten the 24- don't eliminate it!
Placentia	Yes on Strategy B.
Placentia	I prefer Strategy B.
Placentia	We are seniors and we use routes 24, 21, 26, 30 and 59 for social work and to attend temple. I prefer Strategy B.
Placentia	I believe Strategy B to be the best solution. Thank you.
Placentia	I feel that this would be a hardship for those going and coming to work and for the elderly who depend on public transportation to get them to doctor appointments and other everyday uses. I don't believe this change will help either.
Placentia	Strategy B seems to fit best and works for all. It is bad to have routes cut.
Placentia	Strategy B fits my needs and the other 5 a.m. riders.
Placentia	Yes on Strategy B.
Rancho Santa Margarita	I like Strategy C and Strategy D. However, I need the 82 and 85 to get to school. They can't be eliminated. I use the 87 for work. All three routes are vital to me. I know that I am just one person, but I know I'm not the only one to whom these buses are vital.
Rancho Santa Margarita	Please do not reduce or eliminate service on Route 82! I need it to get around. Don't allow disruptive, rude and disrespectful boys at Buena Suerte!
Rancho Santa Margarita	My daughter, who has Down's Syndrome, attends THHS rides these buses regularly for their community based instruction. If these buses are cut it will take away her ability to learn how to get around in the local community independently.
Rancho Santa Margarita	We need service as well. Don't forget people do work on weekends that need those routes to get to work or the doctors. It will be a bad disruption of this service to terminate Routes 82, 87 or 89. Strategy A.
Rancho Santa Margarita	PLEASE, PLEASE, PLEASE DO NOT ELIMINATE ROUTE 82 - IT IS THE ONLY BUS ROUTE HERE IN RANCHO SANTA MARGARITA, AND IS EXTREMELY IMPORTANT TO US! BOTH MY GRANDSON AND DAUGHTER TAKE THE #82 BUS TO AND FROM SADDLEBACK COLLEGE. MY GRANDSON HAD A STROKE (HAS RESIDUAL PARALYSIS) AND IS BLIND IN ONE EYE. HE DOES NOT DRIVE TO GO AND CATCH THE BUS ELSEWHERE. MY DAUGHTER DOES NOT HAVE A CAR - THEY BOTH NEED TO GET TO THE COLLEGE WHERE THEY WORK (FEDERAL WORK STUDY) AND HAVE NO OTHER INCOME. THIS WOULD BE VERY CATASTROPHIC! IT IS URGENT AND IMPERITIVE THAT ROUTE 82 NOT BE ELIMINATED!!! THANK YOU FOR YOUR CONSIDERATION AND UNDERSTANDING

Rancho Santa Margarita	Please don't stop the buses, because I don't have a car and I rely on the bus to take me to school, grocery shopping, the doctors and to see friends. Lots of people ride the bus. In fact, sometimes it is so full that you can't get on. So I know we still need it. Thanks.
Rancho Santa Margarita	I understand you are looking into eliminating the local routes for us. My son has special needs, but is high functioning. He will never be able to drive, and will rely on the bus system 100%. We live in RSM and there is already very limited routes here. My son just qualified for the ACCESS bus, but since there are not any routes near us, we have to drive him to the local market to catch the bus. That does not lend itself to him ever being independent. If you eliminate even more routes, then we might as well forget it. By the time we drive him to the bus stop, it will be so far, we could just drive him to his work or activity!!! Please do not eliminate any more than you already have. There are special people who NEED the bus. I will not always be here to take him places. Thank you for your consideration. :)
Rancho Santa Margarita	My son has Down syndrome and is just turning 16. He has been using the Access service and is excited to learn how to use the public bus and has been taking the public bus home from school with help from his friends. It is disappointing that before he even has a chance to use this service it may be discontinued. As he grows older his world will become smaller, his opportunities diminish. I was so looking forward to his independence and that he could take the bus to Saddleback college, and have more variety of jobs available to him, without depending on others for his care and transportation. I am praying that you re-consider discontinuing these routes.
Rancho Santa Margarita	I prefer Strategy B.
Riverside	Line 24 services Cal State Fullerton, the Mall of Orange, and students and workers who get off Metrolink at Anaheim Canyon. The timing is very efficient with our time. Eliminating Line 24 would be bad. Try Strategy B.
Riverside	Strategy B. No route cuts.
RSM	Any changes to Routes 82 and 85 will put many stranded and may also cause them to lose their jobs since they cannot afford a car. Many students will be inconvenienced.
San Bernardino	Strategy B.
San Clemente	I do not drive anymore and live on a hill. My doctor says to never walk uphill, so I couldn't get in town if the 191A is cut. Please keep it going.
San Clemente	I have relied on the bus service off and on for many years. Currently I rely on the 191 to take me back and forth to work on Sundays. These proposed changes hurt the people who need help the most. Besides, we should be making it easier for people to give up their cars- not more difficult. Please consider this when you make cuts.
San Clemente	I live in a senior complex (Casa De Seniors.) The 191A comes by four times a day. Without this I have no way to go to the doctors, dentist or pharmacy. I would also go on the 193 but I would be unable to travel on the 193 without the 191A. Please help we the people who need this transportation. Thank you.
San Clemente	Strategy A is the best for me.
San Clemente	Shame on you! The cuts into the Long Beach area have already caused my and others never-ending grief, expense, wasted time, added stress and sickness. When will it stop?
San Clemente	Bus #191 is definitely needed at Casa De Seniors in San Clemente to make connections with other buses and to get up and down the hill. My suggestion is to change the #191 route at Casa De Seniors. Eliminate the loop and continue on Presidio to Ave. Pico to Mission Viejo (by passing La Pata at a loop.) This change would shorten the long ride to Mission Viejo by approximately 25 to 30 minutes and save money on gas! Maybe the La Pata Business Section could be added to the #193 route. Also, I believe that more people from "Casa" and from the neighborhood would board the #191 bus if the times and schedules were different.
San Clemente	This will be a very hard hit to riders who can't afford to have a car like me, and to senior citizens who don't drive anymore. I know this because I live in a senior apartment. I am a regular rider of Route 193, from Mondays through Saturdays on different schedules everyday. Since I read your plans, I have sleepless nights thinking about what will happen in the future regarding my job if you reduce the trips or eliminate the routes. I am requesting you to leave Route 193 as it is today if you can consider my solution. make the 193 go to Talega, and eliminate Route 693 to Talega. From Sears Plaza to Vera Cruz, turn left to Vista Hermosa all the way to Talega. Then Walmark to Metrolink, and back to Walmart and Talega. Then Vista Hermosa, Vera Cruz and Sears Plaza. The trip can be every one hours and 15 minutes or so from the starting point. Please don't eliminate trips or eliminate weekend service on Route 193. Thank you very much.
San Clemente	This is a senior home. I don't use the bus now. But I am 81, and you never know when I am going to need it.

San Clemente	Strategy B. I would be willing to pay a little more money to keep our routes moving. The 1, 191 and 193 make it possible for me to live and work. Without them I'm in serious trouble.
San Clemente	If service is cut on the 91 and 191 I will have no way of getting around at all! I take it to the doctor, the pharmacy and more.
San Clemente	This is my only means of transportation to and from work. I need more trips, earlier and later. Please do not make less trips!
San Clemente	I am unable to attend the meeting tonight at the Community Center in Laguna Hills. My son is mentally challenged and uses ACCESS to get to/from work and school. Instead of eliminating bus routes why not ask your riders to pay a little more for your services (ie Saddleback Unified School District). My son has a subscription so maybe a monthly fee would be reasonable. Instead of leaving riders stranded and loyal employees losing jobs, you need to look at all options and not take the easy way out!!!! Thank you.
San Clemente	Please don't stop the 191A buses, as we need it to go to the doctors, pharmacies and shopping.
San Clemente	I live at Casa De Seniors in San Clemente. The 191 bus only comes 4 times a day sometimes. I get new drivers that do not know how to come to Casa De Seniors. I no longer drive so I use the bus everyday.
San Clemente	I have no car and thus, I am totally dependent on OCTA buses, especially buses #196, 193 and 91. I have been using OCTA buses ever since 1978, when I moved to Orange County. I receive OCTA bus news on the buses.
San Juan Capistrano	Our family relies on bus service and wants to support Strategy B.
San Juan Capistrano	I support Strategy "A" for the following reasons: 1) It most strongly supports your Core Routes. Feeder routes do feed traffic to Core Routes. However, Core routes probably produce the greatest ridership & most revenues. People can often find alternative transportation for short distances to/from a Core route. Finding alternative transportation to reach a destination 10 miles away proves a far greater challenge. 2) Require your busses (within driver's ability) to run on time. Doing so should increase ridership & revenues. 3) Coordinate key route intersect schedules. Example: the 191 route in the major connector in this area to the 1 & 91 routes. Over the past 12-18 months, the 191 has consistently run 15 minutes late causing it to miss most 1/91 connections. This adds 30-60 minutes in each direction to a journey & cuts down on ridership. I've noticed 191 driver's consistently leaving Saddleback College late ... not because they arrive late but because they get caught up in personal activities. A driver can't control traffic but they can control departing on time. Worse yet, 1 & 91 route frequently leave locations 5 or more minutes ahead of schedule. Again, you can't always prevent delays but you can ALWAYS sit at a location until its time to depart. Riders need dependability. The more dependable transportation, the more people use Public Transportation. During my lifetime, I lived in London where Public Transportation consistently runs ON TIME. I also lived in Costa Rica where 85% of the population use only Public Transportation. Many Costa Rica bus routes cover 20-30-40-50 miles in one direction over dirt & gravel roads yet, it's rare for any of these routes to run 15 minutes behind schedule. Compare this to the 191 route which probably covers 15 miles North to South & runs 15 minutes or more behind schedule 75+% of the time. To some degree, OCTA can control its own destiny. I encourage you to take control where you can do so. Final Thought: ACCESS is a godsend for me. ACCESS has literally saved my life. I am grateful beyond words for this service. That being said, ACCESS (scheduling personnel) consistently fail to follow their own rules. Rules dictate that pickups should not exceed 1 1/2 hours before scheduled arrival times. I consistently (at least 1/2 of the time), arrive at my destination 1 1/2 or more hours ahead of the requested arrival time. Schedulers pay NO ATTENTION to routes. On Tuesday of this week, myself & another man from this same complex had an appointment at the VA Hospital-Long Beach for the same time. We were picked up by separate busses & returned by separate busses adding huge costs to your system. A couple of weeks ago, myself & three neighbor ladies who live in my apartment building were returning home on ACCESS. Another passenger was dropped off 2 blocks from our Apartment Complex. Instead of being dropped off next, we rode to San Clemente & to Dana Point to drop off passengers then returned to our complex where we were dropped off. Not paying attention to scheduling is a huge problem at ACCESS. In this case, ACCESS unnecessarily added 25-20 minutes to our commute time & added fuel costs for your company. Have you considered using GPS to plan route schedules for all your ACCESS Vans? It might prove a profitable investment. Again, thank you for ACCESS. It is a valued & much appreciated service.
San Juan Capistrano	I support Strategy A. If you reduce service on core routes, you will reduce system ridership and revenues, which is self-destructive. Consider coordinating core route connection times (Ex: 191 with the 1 and 91 routes.). This could increase ridership by reducing the trip times between a starting point and the final destination. Require routes like the 191 to run on time versus consistently late, as it has been for the past year or more.
San Juan Capistrano	I use the bus as my sole mode of transportation- to get to work, to get all of my errands done, and to see my kids in foster care. The bus service is bad as it is. I get stranded at least 3 times per week. Leave it alone. Don't cut the Night Owl service.

San Juan Capistrano	I support Strategy B. I am a special education teacher and we use OCTA on a daily basis in order to get to job site, school, etc. Our Adult Transition Program would be dramatically impacted without OCTA services!!
San Juan Capistrano	Please chose Strategy B so that everyone has the opportunity to have a ride!
San Juan Capistrano	All I want to say is that there are a lot of people like me that take these buses monday through friday, that is why it is important not to cut route 193.
Santa Ana	I am a single person that has two jobs and a small business. I need the 72, 74, 59 and 53. Desperate to maintain lifestyle! Thank you.
Santa Ana	I work for Goodwill of Orange County and serve many individuals with disabilities and other barriers to achieve thier highest level of independence. In order for many adults to be independent and work, they need to have accessible transportation. Not all individuals have a support system that can transport them to work, doctor appts, etc. I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Santa Ana	The 76 is the only route that goes to John Wayne Airport. I could lose my job without it.
Santa Ana	I am 56 years old and pending surgeries that will render me wheel chair bound and require frequent doctor visits and theraputic visits. Please do not cut "Access" services or raise the cost again. Thank you.
Santa Ana	This affects me a lot because I lost my job and think it's not good that a lot of people will be late to work . If you weren't in the office you would see a lot of people who ride the bus and work have to get up early and get home late.
Santa Ana	Its terrible that you are going to eliminate routes and a lot of us depend on the bus service like me. Its indispensable and hopefully there is an agreement that will benefit all.
Santa Ana	My comment is to not take away the buses. We use them because it is what we take to our jobs. If you take away the buses what are you going to use to get to work. Please do not take away the buses, we need them a lot.
Santa Ana	Please come to a good resolution that is good for everyone. I think we need more information. If you eliminate 76 i will have to walk a lot.
Santa Ana	Please keep our buses on the road if at all possible. Strategy B.
Santa Ana	I live in Santa Ana and its and hour walk and its tiring but at least I have work. Please do not remove this route, the time doesn't matter to me I will wake up earlier to take the bus. Therefore, please I do not have a car and a car cost too much, plus the insurance, which I don't have. I cannot support it I am the only person in my house that works and there are 5 of us and all of us have lost our jobs. I know that to you on an individual case it is not important but I am commenting on my case and how in my case that are lost of similar situations out there. Thanks. I hope you analyze and understand our case and consider it in the future. Thanks.
Santa Ana	As with many others, I ride the bus on a daily basis, more than once a day and at times more than one bus a day. I've been riding the bus for about 10 years now. For the last 3 years I've used the 83 on a regular 5-day a week basis and at times 7 days straight to get to the Laguna Hills area(hospital). My days are long and I can just barely get the last bus at 11:10 p.m. For myself, the 83 route and times are the most convenient (except on weekends, but sundays and holidays especially, seeing as to how the 83 starts at 8 a.m. and I usually get out at 6:30 a.m. or leave after 10 p.m.- very bad!) Although I would hate to see the 51 route go away, it would be a small price to pay keep the 83 as is. Please go with Strategy A. If that doesn't work go with a different one, but try to keep 83 relatively the same. Maybe even get it to run smoother on the weekends with an earlier start time from Laguna Hills on Sundays (maybe 7 a.m.-11 p.m.) and a later time of 11:35 p.m. during the week. This would be extremely beneficial to a lot and a few of us that use your services. Thank you very much for your time and consideration.
Santa Ana	I propose that you guys lower the rates for people that use the bus daily, or at least lower the bus pass costs for the 30-day bus pass. Please!
Santa Ana	I support Strategy A or Strategy C, because the first priority of OCTA should be the core lines that serve the majority of riders. No changes should be made on the core lines. Also, night owl service should be continued for those riders going to or from work.
Santa Ana	I use Route 51 for school and it's very helpful. I think taking the bus is fun.
Santa Ana	I really depend on the 62 bus to get to work. I live in Santa Ana and work in Huntington Beach. If this bus route is eliminated, I will have to find an alternate route to work, which is difficult due to my inability to drive. This change will adversely affect me and my schedule.
Santa Ana	Please do not reduce the service on Route 79. It runs almost every hour. (The schedule says every 45 minutes, but it is not true. They never follow the schedule.) Do you want to reduce the service to every 2 hours? Unfortunately my schedule is from 8:30 a.m. to 1:30 p.m. What am I going to do? I vote for Strategy A or Strategy D.
Santa Ana	Cut what you must. Leave the OWL lines. If you must cut the OWL lines, make the wait from 1 hour to 2 or 3 hours. I love to take the OWL lines.

Santa Ana	I have been taking the #76 bus for 7 years. I dont understand why you are going to discontinue the route . It is my only way of getting to work. I will wait until you come to an agreement where we can keep route 76
Santa Ana	I would not like it if you cut the bus service becuae I always use it because I dont have a car and without the bus how am I going to get to work everyday? Without the bus tell me how am I going to get to work?
Santa Ana	Instead of long-distance rides, cut some of the long to short, or half way, so that there can be more frequency. See how many people come on the bus at each stop and at different times. Have the correctly sized bus to accomodate that number. Save on big and small buses and routes.
Santa Ana	I understand that the economy is not good at this moment. It will be hard to get a seat with the bus reductions! For us use the bus it is going to be more difficult. Please look for other ways of funding. I am willing to pay a higher fare
Santa Ana	Please leave the 57 and 79 morning runs, and the 57, 59, 62 and 86 evening runs.
Santa Ana	I take the bus on Route 76 every morning to get to work. This is the only route I take to get there. If you take it away, there won't be a way for me to get there.
Santa Ana	Routes 51 and 57 are very important routes for our daily use. We go to school every single weekday. Some of us use Route 57 to go to work.
Santa Ana	Hello, I am a student at Santa Ana College. I am studying transportation, diesel, welding and automotive technology. The OCTA is my ride to my classes. Thank you.
Santa Ana	Plan A is too severe. Too many routes will be eliminated. Strategy C or Strategy D seems more reasonable.
Santa Ana	It is a bad idea to eliminate the Night Owl. Reducing service will add to an existing problem of buses not keeping schedules and overcrowding on coaches. Late and overcrowded buses = less reliability!!!
Santa Ana	Please don't eliminate the bus route 72. I am a regular rider in this route in going to and from my work.
Santa Ana	Strategy D. You can't please everyone. Eliminate very select community routes in the 100 series or extend the time to 80-100 minutes. The 82 and others have very few riders on board.
Santa Ana	Please don't take the 56 and 57 bus from me. I don't have a car. I can't drive. I could not go to my appointments. People couldn't go to work or school. Some of us are old.
Santa Ana	I have friends that bought bus passes from employees for less than half the price. You've been giving away free passes using YouTube and your company's net worth is in the 10's of thousands of dollars.
Santa Ana	Please don't reduce bus service on weekends. This is very important for people that don't have other forms of transportation, and need to get to work. Thank you!
Santa Ana	I use the 42 to go to work and the 59 to go to UCI. I really depend on the 59. Please adjust the times as needed, but fo not get rid of these routes. Thank you!
Santa Ana	My job depends on the bus. It is really important that Routes 76 and 56 are not eliminated.
Santa Ana	I have been working in Newport Beach for 5 years and always have had to take the bus to get there. It doesn't seem fair to me that after offering fair service you want to eliminate the routes that I need to get to work. I will wait and please understand my words.
Santa Ana	If you cut your bus service it will leave me without a job because it is the onlue means of transportation I have to get to work,
Santa Ana	I do not agree with plans A, C , and D. Strategy B is most convenient for me and my travels. I am one person and take the bus Monday through Friday. Please take my opinion into account.
Santa Ana	In my opinion don't eliminate routes or service. Kids go to school in the bus- it should come more frequently in the morning and when they get out of school. There are a lot of people who this would affect and it shouldnt matter the time of day- they are all neccessary.
Santa Ana	I use the 51 bus to get to Santa Ana College. Many other students need this route. It is very critical that you keep this route, adding to the frequency. Please reconsider eliminating the 51.
Santa Ana	Do not stop the 43 Night Owl. Too many people use it to get home after work. I am one of them. We close the store at 12:00 a.m. and get out at 12:30 a.m. I have to take the 43 at 12:41 a.m. to get home. I won't be able to if you stop the 43 Night Owl and neither will lots of others!
Santa Ana	Please do Strategy A. I use the 83 route everyday to get to work in Laguna Hills. The 83 route is very important to many people that travel to Laguna Hills and Disneyland areas. I get out of work at 11 p.m. 5 days a week and I and others have no car. So please keep it running the way it is. Thank you for all you do.
Santa Ana	Please keep running the 62 bus line. I have a storage unit at Hazard and Beach Blvd. I use the 62 to go to Target at Westminster Mall and to get to my storage unit. Please keep the 62 line. Thanks.
Santa Ana	I don't think Route 59 should be eliminated because Grand Street is a very busy street, and goes to UCI for students. Elementary schools need the #59 very much. Weekend service can be reduced to every few hours, but it should not be discontinued. It will hurt many people that need it to go to work.

Santa Ana	I am not in agreement with reducing the routes because it affects us a lot and all the people dependent on all the routes. Since the cuts it has already affected us as the bus are coming later and yes in march there will be eliminations but i dont know what all of us dependent on the bus are going to do.
Santa Ana	I understand the situation right now, but if you guys reduce the routes, we have to wait a long time to get the bus for work, now if we get late to work, we're going to lose our jobs and this is not going to help the economy, there are some routes that you need to reduce which is route 59 and 51 those routes no many people use it, and also the small buses you guys need to remove it or use it for other purpose.
Santa Ana	strategy A preserves the routes used the most. Work and deal with connection with the buses. Not to waste too much time in between and waiting for the next bus
Santa Ana	The bus service is worthless. The connections are never on time. It takes someone two hours on the bus to get somewhere where in exchange it would take 30 minutes by car. For that reason you lose customers. More are going to start to drive.
Santa Ana	I am a person that doesn't make much money. I don't want you to raise the bus fares. My family and I need the bus to go to work, school, doctor, and the market. I would like for you to listen to my opinion.
Santa Ana	Please do not reduce the bus service.
Santa Ana	I favor Strategy B. People with disabilities cannot achieve independence without transportation.
Santa Ana	More bus service should be added, not cut. So many people depend on bus service to go everywhere (to pay bills, the doctor, etc.) I depend on the bus system to help me get around on a day to day basis. I don't drive and the bus cuts would really hurt me. Please reconsider the cuts.
Santa Ana	Seniors depend on the bus. Can't we try to fix this problem without cutting more service? How is this going to affect the seniors? How are we going to get to work on time? I have been using OCTA buses for 37 years.
Santa Ana	1) Most of the buses that carry people to and from the train sometimes have one or two people, yet they are not scheduled for cuts. 2) The funds that are set aside for the light rail and Metrolink should be put in the bus system to avoid route eliminations. 3) The overhead is another area where cuts could be made. I don't drive and can't afford a car.
Santa Ana	Do not cancel route 51. It is used by so many students going to the elementary, junior high and high schools along the route. I use it to go to work.
Santa Ana	Please do not eliminate the 56 route because I use it so much for doctor's appointments. I do not drive. I use it for shopping and visiting my mother who can't visit me. Please, please do not eliminate Route 56.
Santa Ana	Please do not eliminate the 33 Magnolia bus. I could not see my doctor or my friends. And what about those who live on Magnolia?
Santa Ana	Hillview High School has eliminated using school buses therefore, students have to find their own transportation to and from school. Majority of them ride 167, how will students that use this route get to and from school if it's eliminated? Also bus 25 goes by Community Action Program in Garden Grove and you know most people that have no ride need help from that location.
Santa Ana	My commentary is for the future and not the present. It's that the majority of the people use the bus bring their kids that don't pay. They pass right along and occupy a lot of the seats. So we are basically paying for them as well. I am 76 years old.
Santa Ana	I feel that bus services for streets that people use to and from work should be improved and services that accommodate them to do so should be provided. This should be a priority and continue even at hours that may benefit the users that are not yet in effect. Thank you!
Santa Ana	My comment concerns some of your drivers. I've been riding the bus since January, usually at the same time. I lost my pass today and had no money. I asked 3 drivers (all the 47 route) if I could ride home, even willing to pay tomorrow. All 3 said no. I don't think this reflects very well for OCTA.
Santa Ana	I use the 51 to go to and from school. Without it, I would be wasting a lot of money for gas.
Santa Ana	The day passes went up a dollar, that was abusive as most of us who use the bus are poor. With making minimum wage and part time the bus is the only means of transportation. We are not rich. Raise the fares and cut service what is going on with that? Cut Night Owl- it is what affect the population the least.
Santa Barbara	Please keep the 29 to Buena Park Metrolink via Melvern & Beach Blvd. Keep the same times for Line 35 to Fullerton PNR.
Seal Beach	I choose Strategy B. Please retain ALL bus lines.
Seal Beach	The biggest concern is the elimination of the 60 bus. I have just given up my car and will rely on the bus service. The 60 bus is the only east/west service for all Leisure World seniors. It will create a hardship for many people in this area.
Seal Beach	I need bus route 164.
Seal Beach	I will not be able to go to school if the bus routes I use are eliminated.
Seal Beach	Retail will be hurt. Leisure World people will be devastated.

Seal Beach	I won't be able to go to work if the bus routes I use are going to be eliminated.
Seal Beach	Since I lost my car I am more dependent on the bus than ever. If 46 is eliminated I will be forced to walk a few blocks from Lincoln to Ball Road. I was nervous when I noticed I was being followed. I am saving for a car but it may take 6 months to a year by the time I am ready to buy.
Stanton	Please keep all current bus lines running. Access along all current lines is critical. Please support Strategy B!
Stanton	Please use Strategy B. All routes are important to all patrons. Reducing service proportionally is the best way for all to reduce costs to OCTA, and to retain and maintain availability of all routes, so patrons may continue to move about to work and play Monday-Sunday, even with reduction of service.
Stanton	Don't cut route 46. Please put route 46 every hour all day.
Stanton	I like Strategy D.
Stanton	I think it is a great idea, cutting services. This will free up money for pension funds and also if illegals can't get to work maybe they'll go home and some Americans can get their jobs back!
Sunland	A lot of college students rely on public transportation. As a commuter, I will go with Strategy A, because the less eliminated routes, the more convenient.
Trabuco Canyon	If these routes are eliminated, a lot of good people will be adversely affected.
Trabuco Canyon	We live in Portola Hills and my daughters go to Saddleback College. I am able to take them to the 85 bus and from time to time I am able to take them to college, as we can not afford for them to have a car. There is no bus line in Portola Hills to start with. My one daughter has Asperger's Syndrome and will probably not get a driver's license due to her anxiety. She will have to depend on bus transportation. If something was to happen to me, my daughters would have hard time getting to college, as well as getting out of Portola Hills. Please vote for Strategy B, as this would be the best of all worlds. There are many people with Asperger's who depend on the bus, as well as many high school students and their parents, as the school bus system for high school students was cut as well.
Tustin	What has happened to you? You were once the best bus company. Now look at you. Why did you stop some of the 50 line buses from going all the way into Long Beach? I now have to wait longer and when the bus does come it's full!!! Now I hear your will stop the late night owl 50's !! Many of us work at Disneyland and we need the late 50 line. I know Disney pays OCTA a lot of money because they give us a bus pass for the year. Why would you cut a line that so many people not only Disney cast members but others who work late night need? Why!!! just don't know what has happened to you? Don't say it's the bad times we are in because the buses are full and you all know it! Gook luck, thanks for the worries of being able to get to work and home. I thank you!
Tustin	Strategy A. What we need to do is keep primary core routes and modify hours of operation by ever 30-45 minutes for pickup. Eliminate small routes. Increase monthly disabilities passes from \$18 to \$20, and increase regular passes to \$1 and regular monthly \$2.
Tustin	I would be willing to bet money that the majority of people who ride the bus have no other form of transportation. Most cannot afford the costs of owning their own vehicle. Once again, a government agency is balancing the budget on the backs of those who are least able to afford it. What about reducing the salaries and perks of the highest paid administrators?
Tustin	Vote for Strategy B. I am opposed to any further bus route cuts.
Tustin	1) Cut back on 66 service to Irvine Valley College. Not many ride on it. 2) Do not chose Plan B. There are too many slow routes that can be eliminated rather than cut back. Cutting back an already slow route would be disastrous. 3) Also, do not to Plan D. Strategy A or Strategy C or some of each.
Tustin	Routes 59 and 66 are the most important routes for me to get to work on time
Tustin	I favor Strategy B. This would allow the routes continue running.
Tustin	PLEASE DON'T CUT THE BUS SERVICES. I IMPLORE YOU LEAVE THEM THE WAY THEY ARE, PLEASE. I'VE BEEN PRETTY BLESSED WITH THE BUS SO PLEASE PLEASE DON'T CUT THE ROUTES. I NEED THEM AND SO DO OTHER PEOPLE. AND PUT IN NEW BUS ROUTES ESPECIALLY IN IRVINE.
Tustin	I favor Strategy B. No cuts to the buses. How do you expect people to get to work? Please keep Route 75.
Tustin	I ride from Tustin to Newport. Keep routes please.
Vista	I don't think there should be any service cuts, because there are handicapped people and they depend on the bus service. Please reconsider and do not impose new cuts.
Westminster	I don't drive anymore and I need to take the bus to the doctor and all other places I have to go.
Westminster	I worry a lot about the reduction of hours because the bus is my way of transportation. I use it to pick up my medicine, to go to the super market, to the senior center, church, mall, etc. I take the bus everywhere.
Westminster	I beg that you do not take away the buses because the people need daily transportation in different buses to go to the doctors to get medicine and go to the mall

Westminster	We need more running routes on weekends and earlier and later on weekdays. Choose Strategy B.
Westminster	Please put a bus schedule by each bus stop. Have more buses running on schedule. Be more courteous to passengers. I hope the buses keep running.
Westminster	Please do not reduce or delete routes.
Westminster	Please do not cut your 76 bus route. I really need to get home from school everyday. Please have more service on the 76 route. Thank you.
Westminster	I ride both the 21 and 74 buses to school. They should not be taken away, especially the 21. Strategy B.
Westminster	I was reading your proposed plans, which include eliminating Route 76. I have to take this route every day and it is the only route that gets me to work! I ask that you please don't eliminate Route 76.
Westminster	66 is the main bus I take and daily I connect with which ever other bus I need to take. Reducing the service is a big problem and it hurts us a lot. Please do not take away any more buses.
Westminster	As a care provider for a home of 6 people, I use OCTA for work and for family trips. Please do not reduce day afternoon transportation much less eliminate routes. This meeting does not look like enough people could be here. Buses are usually packed with people. Thank you.
Westminster	Please don't reduce routes much less delete routes.
Westminster	I prefer Strategy A. Please do not lay off your blue-collar workers. OCTA can raise the price of multi-day passes for seniors and the disabled. For example, a 30-day pass can cost \$20 instead of \$18. Two children under the age of 6 can ride free with a fare-paying customer. That is fair enough. Not 3 children.
Westminster	Strategy B.
Westminster	I favor Strategy B. I'd rather be on a crowded bus or wait longer for one, than to have no bus at all.
Westminster	Please don't eliminate Routes 25, 33 and 72. I use Route 25 five times per week. I use this route to go shopping, to Huntington Beach Park, the library and the pier. I also sometimes use Routes 37 and 72 to visit my doctors at the Fountain Valley Hospital. I don't have a car.
Westminster	Can you put a bus schedule by each bus stop? Have more buses running on schedule. Be more courteous to passengers. I hope the buses keep running.
Westminster	Please do not reduce routes. Please do not eliminate routes.
Westminster	Please, don't eliminate Routes 25, 33 and 72. I use Route 25 to go to Huntington Beach Park, the library, shopping and the Huntington Beach Pier. I use Route 25 from 4-5 times per week. I take Routes 37 and 72 to visit my doctors at the Fountain Valley Hospital. I don't have a car, I use Route 33 once per week.
Whittier	The reductions in September were a large blow. When I get off work at Disneyland lately, I wait 45 minutes to over an hour for the 43 to La Habra. I watch three to five 43 buses heading to Fullerton pass the stop on Harbor. It can sometimes take me three hours to get home. That is four to six hours just getting to and from work for an eight hour shift. I am exhausted because of these changes. There are fewer buses yet the number of passengers does not seem to have gone down. More passengers are unhappy with the service but have no other options. It is always standing room only. Since the 43 is late, I miss the connection to the Foothill 285, resulting a wait up to an hour or a five mile walk from La Habra and Beach to my house. I have had to make this walk a number of times because the 43 was late and I missed the last 285. There are times when I am scheduled off after 11 p.m. and rely on the bus to get me to at least La Habra, where I can at least walk home. North court is just not close enough. Your schedules make it almost impossible for me to work Saturday and Sundays since the schedule is so different from the week day. The weekends are our peak hours but the bus route do not recognize this fact. I know many cast members who are in a panic about your proposed service reductions. We will loss our jobs if these reductions go through. I can't afford a car. I rely on the bus and there are no jobs closer to home.
Whittier	Strategy A appears to be the most workable. It eliminates routes may be used by other passengers on the weekend so I worry that this will affect others if they use it for work.
Whittier	Yes on Strategy B.
Yorba Linda	I am in agreement with Strategy A., but i dont agree with eliminating route 24, but it is ok to reduce route 57
Yorba Linda	This will be a hardship for those going to and from work and for elderly people, who depend on public transportation to go to the doctors. Strategy B.
Yorba Linda	I am in agreement with Strategy A. But dont eliminate route 24.
Yorba Linda	Please don't eliminate the 20 or cut it anymore. If it stops running, I'll have to walk 20 minutes just to catch the 26 or 71. Also, since twice a month I take the earliest 286 I can, it would help to have the 20 at Brea Mall before 6 a.m. If I miss the 6:00 run, I end up waiting an hour for the next bus.
Yorba linda	September 29,2009 your 5:30 Huntington Beach bus breaks down so you decide to replace it with my bus? I was kicked off my bus and told to wait for the next one which won't be here for another hour. What the f*** is wrong with you? The 721 bus was re-routed to Huntington beach and we have to wait? Get a clue, it's c*** like this that is costing you money. We have monthly passes every month and this is not how you treat customers.
Yorba Linda	I use the buses to go to the doctor, work and the market. Strategy B.

Yorba Linda	Strategy B works the best for me. I would like to request a stop at Village Center Dr. and Fairmont Blvd. for Bus 30 (Nob Hill) Westbound. Please modify hours of operation so that there is minimum time waiting when transferring buses.
Yorba Linda	I don't think that OCTA has done enough to resolve this problem without resorting to cutting bus service. I have yet to hear or read anything that OCTA has done to resolve this other than cutting service. I hear about meetings for the public and that's it and of course they aren't convenient for anyone other than those that live within close area to the areas where the meeting are, what about those of us who still ride the bus, but may live in more richer areas of Orange County, I'm tired of not being able to go because there would be NO bus that could get me home after. Please consider other means before cutting anymore, Orange County bus riders will not return if anymore cuts are done and where will that leave OCTA? Thanks.
Not Listed	To whom this may concern: My concern with the proposed service reduction is twofold. First, I am concerned that it does not go far enough. What assurance does the public have that the additional service hours in March will actually make up for the revenue shortfall? Second, other than cutting service, what steps is the OCTA taking to re-coup approximately \$272-million over the next five years which was lost when the State Transit Assistance fund was eliminated? What is the proposed number of service hours the OCTA is planning on cutting? Last I saw the number was 400,000 (100,000 in September and 300,000 in March), but I had to dig around the OCTA website to find this information -- the documentation I have seen (e.g. the March 2010 Bus Service Reduction Strategies Summary Brochure) does not quantify the proposed reduction. What headroom (if any) is being factored into the service reduction (i.e. 5% of 300,000 service hours are being withheld for management reserve which, when all financial obligations have been met, can be put back into the pool for use)? On a related note, the public does not deal with the service hours metric on a daily basis and so has essentially *no* visibility into actual dollars and cents needed. Along with service hours, can the OCTA please communicate to the public in U.S. currency? Regards.
Not Listed	The problem we have in south county is that there is a lot of space between routes here, so taking some off means that some people will be stranded unable to get jobs or medical appointments. Some of the bus lines on OCTA's Plan C and Plan D would eliminate one or more routes like Route 85, important for many disabled persons. A number use this bus line to get to and from home and Adult Disabled Education classes at the high school and Saddleback College, while many disabled persons and seniors use it to get to medical appointments. Disabled persons in supported living programs and in group homes on or near the 85 route depend on Access to get to Vocational Visions workshops and there is a lot of concern that if the 85 goes away so will Access service on the 85 route. I have seen OCTA's Plan A and that would virtually end bus service in South Orange County as we know it. I have seen Plan B and I have seen the Alternative Plan of the Organization of Transit Advocates. I think what works best is a combination of those two plans. Strategy B would preserve the current bus routes and Access service while the Alternative Plan of the Transit Advocates would move funding to bus se
Not Listed	This is the way to protect the routes: Have every person who takes the 76, 53, and 57 pay more. Why is there no budget?
Not Listed	Were you born evil or did that happen over a period of time! Why such a big change at one time? This will be a big blow to Orange County. Ask God for insight and He will give it to you!
Not Listed	If the Owl routes get eliminated, the regular hours of those routes should be extended a few hours earlier and later, into the hours that would otherwise overlap into the Owl hours. This way, less people will be stranded in the middle of the night.
Not Listed	Could employers and schools help with the money? The livelihoods of many families depend on the wage earners who require bus transportation to their jobs. Students have the same needs.
Not Listed	Save Route 33.
Not Listed	Save Route 76.
Not Listed	Save the 76 and 33.
Not Listed	We as disabled students need the 87 to get to and from work everyday. So please don't cut the service on the 87.
Not Listed	Make all the buses near John Wayne Airport go into the airport and make it integrated into a bus station.
Not Listed	Put zone fares in or return a dial-a-ride service to supplement connections.
Not Listed	Metrolink needs to run a train on Sunday from Irvine to Riverside on the same schedule as Saturday morning.
Not Listed	OCTA needs to meet Amtrak trains in South County. Sunday there needs to be a 6:30 a.m. bus northbound from Laguna Hills to Santa Ana.
Not Listed	91 bus does not go into the Laguna Niguel Station. The senior citizens from Laguna Woods can't walk the steep grade at San Juan Capistrano and still make the trains.
Not Listed	Run express buses from San Clemente to Long Beach via 405. Stops at Laguna Hills Transit Center, John Wayne Airport, Cal State Long Beach, Long Beach Airport and the Green Line Station. Connections needed. Add BRT buses. Double fare is okay.
Not Listed	The 83 bus at the Santa Ana Depot at 6:30 is packed. More rush hour service is needed. The 83 bus needs to continue from Anaheim to Fullerton Transit Center to connect to other buses.

Not Listed	You promised bus service if we voted yes on M. I think there should be a class action suite on OCTA for \$100+ million dollars.
Not Listed	Most people who depend on buses (not students) don't access online surveys. OCTA must fish where the fish are.
Not Listed	The 57 bus should not be eliminated because a lot of people use this bus and this is the only way of transportation that many of us have.
Not Listed	Our company has a good rideshare program. That was why we heard about this. I am a regular OCTA customer. Due to financial restraint according to OCTA's automatic recording, we don't mind (at least I don't) the less frequency of the bus schedules, but we would be appreciative if at least the buses would run within scheduled time limit per the bus book. So that we can schedule our daily activity in a better way since I try to take the bus for almost every trip I go although I have a car. Thank you for your information. Good luck to everybody!
Not Listed	Strategy B. I'd rather my adult son with special needs be on a crowded bus than no bus at all.
Not Listed	I am currently a student at CUSD Adult Transition Program. OCTA reductions will have a negative impact on the ability for individuals with disabilities to have a productive way of living.
Not Listed	It would be unfair to lay off drivers or eliminate routes until you have collected all of the revenue to which you are entitled. Two months ago, I suggested collecting a fee for any non-medical package too big to put on one's lap. If implemented, in the first month I would issue a free pass stating, "Starting April 1, you will be charged a daily fee for you package, because it is not medical and too large to put on your lap. Along with the increased revenue, tidier buses will increase ridership. My second suggestion was to eliminate the bike rack. But here a fee could be charged. And last, if you don't put the schedules back on bus stands, how about a label that says, "Bus starts at 7 a.m. and ends at 8 p.m. Maximum wait time between buses usually 30 minutes." Thanks
Not Listed	In regards of eliminating the 46, I and others do depend on this route daily. It is a very busy route. Please reconsider eliminating it. Without it I have no way to and from work.
Phone	This customer said that she heard that OCTA will discontinue the Route 216 in March. She said please do not do that. She said that this is the only bus that comes to the south. She said that if there is a list, to please put her name on the list.
Phone	The caller is the administrator for Capistrano Unified Adult Transition program. He is very concerned about all the strategies that are going to be proposed for the March 2010 service change. He is going to be attending the public hearing on October 26th and may bring several of his clients and possibly a bus full of students.
Phone	The caller said he attended the meeting on 9/24/09 and called to say the changes proposed are going to cause many problems for the Orange County residents bus riders. First, the buses will be full as it is already happening plus it is going to be a hardship for those that don't have cars and rely on the bus especially if service is cut during the peak hours. Unemployment is high and if residents cannot get to work the unemployment rate will be even higher.
Phone	The caller would like to have Route 47 unchanged for the March service change. The caller said he take the Route 47S at 12:33 pm from the Brea Mall and transfers to Metrolink to Riverside at 1:19 pm. If the Route 47 is changed or eliminated they would miss the 1:10 pm train and have to wait until 5:00pm for the next available train to Riverside.
Phone	Caller wanted it noted that he would have liked to have attended the meeting they were having in Laguna Hills on 10/1 about the March service change, but the only bus that would take him to the meeting is the Route 87 and that bus does not run after 6:00pm. Caller said that's what OCTA has done to the service.
Phone	Caller is asking that the Route 21 not be discontinued. She said she rides that bus all of the time. She said if they have to cut the time in between, or start it later and stop it earlier, that would be better than eliminating the route.
Phone	The caller is concern with the service change for March. The caller said he depends on Route 82 to get him to Saddleback College and to work.
Phone	Caller said she was shocked to read that they might consider eliminating Route 85. Caller said that this is a popular route and a lot of passengers use that bus to get to and from work, and if OCTA eliminates the route, people will lose their jobs. Caller is asking that they not remove this route.
Phone	This call was left on the After Hours line. Caller said she would rather wait longer for the Route 38 bus, then to have the Route 38 bus eliminated all together.
Phone	Caller said she takes the Route 85 bus to work at the library five times a week. She said if they eliminate the Route 85, she will lose her job. Caller is asking them to reconsider canceling this route.
Phone	This caller is asking that the Route 85 not be discontinued. She said it is the only route she can use to get to and from work and if they eliminate this route, she will lose her job.
Phone	Caller is very concerned about the possibility of the Route 66, as well as the 79 and 473 being eliminated. She lives in the area of the Route 66 and she has students who go to UCI and losing one of these routes will really effect them. Caller is asking that these routes not be eliminated.

Phone	The customer wanted to make a general comment about the upcoming March 2010 Bus Service Reduction. He was wondering if Routes 85, 86, and 87 were going to be cancelled because he has heard some rumors. He suggests that Routes 57, 64, and 43 should be cut because he said that the long trip is similar to the short trip.
Phone	The caller said paying \$4 for a day pass is too much. If OCTA cut their fare in half, all the buses would be full.
Phone	Customer wanted to suggest that the Route 46 short run should be extended to Valley View during school hours because there are so many students riding the bus. Customer believes Route 38 should still be running on weekends at least every hour and wants to keep Routes 33 & 35.
Phone	Caller said he would like to see a strategy map for the proposed changes to Routes 167 and Route 24 at the November meeting.
Phone	Caller uses fixed route buses as well as ACCESS services. He said that he is not at all happy with the proposed bus service reduction strategies. He said too many people will be impacted and that there should be other ways to get the monies needed to continue operations. He said if not, OCTA should get rid of the 3/4 mile rule and allow ACCESS services to transport all clients where needed throughout the county. Caller also showed a great interest in applying for the Special Needs in Transit Committee. He said he could bring much needed information to the table on how to better operate transportation.
Phone	Caller said he is elderly and can not drive any longer. Caller said he takes the Route 56 buses all the time. Today, when he was on the bus, the operator told him that Route 56 could be eliminated in March. Caller is pleading with OCTA not to take his only means of transportation away from him.
Phone	Caller is asking that they do not eliminate the Route 24. She said that bus services so many high school and college students. She said it would really hurt them if they took that route away.
Phone	Caller was worried about the elimination of Routes 85, 86 and 87. Caller said he uses those routes all of the time. Caller said if OCTA wants to save money, why do they just eliminate all the short runs of the different routes, the long runs services all the stops.
Phone	Caller said that all board members probably drive. He suggested that the board get closer to the needs of customers. Suggested that board members be passengers on the bus to see what it is like for the public. They need to identify with passengers.
Phone	Caller wanted to comment on the proposed cuts in Orange County. He does not want OCTA to cut any routes.
Phone	Customer stated that he uses Routes 29, 50, 42, 60, and 59. Customer said that these are major routes transporting passengers to and from work. If OCTA reduces service on these routes people will not be able to go to work. Therefore, the economy will suffer more and OCTA will go out of business.
Phone	The caller called to record her concerns regarding the March service change. The depend for all her transportation need on Routes 25, 172 and 178. The caller does not want to have those routes eliminated or reduced drastically.
E-mail	<p>I'm concerned that my bus Route 216 would be eliminated. Is there an e-mail address that I may write to petition for the retaining of this route? Although we have a little low ridership on 216, the frequent riders are there taking the bus consistently every weekday. Furthermore, we have only 1 route each way that take us to/from Costa Mesa as compared to Route 212 that has double number of run services. The most important thing to me is, I have a severe vision problem that hinders me from driving at night, let alone driving in the rains. So, I'm going to implore the OCTA Authority (or whoever in OCTA that you refer me to) to help keep this route for me and other riders. Should we have to pay a little more for this particular route, I think we'll be glad to.</p> <p>Up until recently (when first hearing about cuts in bus service and routes), I was naturally under the unconscious assumption that ALL of OCTA's overall income was from customer ride fare. I had NO idea OCTA was funded by the state government, and personally believe it was a BIG mistake to allow that to happen from DAY1!!!</p> <p>Instead of making life hard for most of your regular customers, who depend on available transportation each weekday, WHY don't you simply increase the ride fare to where you would be getting the equivalent amount that you previously received from government????????????? Even though there may be some who couldn't afford the increase, at least you would be providing reliable service to those who CAN and are willing to pay the increase! And, that is what is most important. Given the MANY THOUSANDS who ride your busses each day throughout Orange County, I would think that just DOUBLING the fare amount for each ride category would fill-in the short-fall you now experience.</p>

E-mail	<p>OCTA needs to remove themselves entirely from government support, and let "free-enterprise" dictate your business success. If you did, events like what is happening now wouldn't be able to take place, in the first place. Actually, with gasoline prices on the increase, and the potential for them to return back to \$4.00+ or higher per gallon, your customer base should be increasing, thus bringing in more funds.</p> <p>For the sake of my son, who is mentally handicapped, and is in a Day Program where he rides the OCTA bus with his job coach on weekdays to/from his program location, I request that you NOT make any more route and service cuts than already exist. Instead, consider my idea of simply raising fare rates.</p> <p>Please also give me your feedback on this suggestion.</p>
E-mail	<p>I'm stunned to see that four of the five recommendations for the 75 route involve eliminating the route.</p> <p>Initially, I was heartened to see that OCTA had considered five proposals for each route. But when I review the options that OCTA supposedly studied, four out of five simply state "elimination."</p> <p>What is the point of pretending that you are considering options if four out of five options involve dropping the line, and the last option involves service cuts?</p> <p>Please be prepared to defend that strategy. It is duplicitous to suggest that OCTA has considered options for the 75 when, in fact, you are all but assuring riders that the route will be dropped.</p>
E-mail	<p>Thanks for emailing. I understand that there are a lot of emails and correspondence being sent to OCTA.</p> <p>My feelings about removing certain bus routes is that to try merge some of the routes and use the larger busses. They are also safer in accidents, and to have the windows having a special treatment to keep them from being broken for whatever reasons.</p> <p>The buses in the mid 1980's were heavier and ok probably fuel efficient. Some of the smaller busses are for areas that don't have as many passengers.</p> <p>I would feel that that to merge or cover all basic areas so that no person is without bus service. I also feel that with bus transfers not to revert back to the 1976 when there was too much of a bus wait between transfers. To have transfer time not more than 15 minutes.</p> <p>Can also have service till 9:30-10 pm in busier areas or mid. Some of the others maybe 8:30 pm. Service to start about 5:45 a.m.</p>
E-mail	<p>As I was investigating the OCTA so I could make informed comments about the service reduction, I found some information on a "Bravo" bus service. This information did not come from your website. I would like to know if the Bravo service is still planned. And why you have no information on it. Suddenly, everything became clear to me. Cut service down to next to nothing...then become the "hero" by implementing a super service just for the customer. I am not surprised. What is the fiscal impact of the real time bus signs? The new marking on the Bravo bus ? If you will indeed start the Bravo service, then the only lines to have more service cut should be the 3 lines that will receive Bravo busses. After all, there is light at the end of the tunnel For those routes. Not a damn thing for the rest of us. Any explanation on how everybody will suffer for the good of just a few ? Oh yeah..... you're a government agency. That's what you do.</p>
E-mail	<p>I have been an OCTA patron for over 20 years! I am appalled at the services that you are providing for the 'everyday' people who depend your services to go to and fro home to work and vice versa, traveling to an educational institution and places for entertainment. How dare you cut services to your loyal patrons , who accepted the huge fare increase, to make sure we still get your public transportation services.</p> <p>Now, we are faced with longer waits and over crowded buses. Now, you have future plans of more service cuts!</p> <p>Rethink this strategy! Do want to continue to satisfy your devoted patrons? Then continue to give us your loyalty in return! Bad services leads to no bus users, and means more lay-offs and no money for you! It is a very simple concept! This economy is impacted, everyone knows that! This cutting back of services is not helping anyone, instead it is doing the opposite!</p>

E-mail	Gentlemen, what is Route 90 that you mention in the C and D strategies in the brochure? I wonder where where the route will operate and is the new route a fusion of discontinued segments of routes that are being realigned. Please clarify the new route. Thanks. PS: I know the 129 and the 143 are the northern ends of the 29 (Buena Park-La Habra -Brea) and 43 (Fullerton-La Habra).
E-mail	Rather than discontinuing route 24, I suggest a restructuring of the route as route 124 between Anaheim Canyon Metrolink and Fullerton. Route 20 could be restructured into route 120 between Brea and La Habra only. Route 62 discontinue only the portions of routing serving Grand Avenue south of the depot at Santa Ana (also served by route 59) and south of the Westminster Mall, which could be handled by a modification to route 25. Route would run from the depot at Santa Ana to Westminster Mall only. Realign in Santa Ana via Santa Ana Boulevard east of Bristol Street instead of Civic Center St.
E-mail	Gentlemen, I would like to offer these ideas for route 83 between La Veta Avenue and Disney Land. as well as the area south of the Santa Ana Depot. 1. Orange to Anaheim, for long trips, reroute via Main to Katella to current route west of the freeway. Terminate 53 at the Block of Orange or Orange Metrolink station. Extend short line 83 trips to Main Place Mall. 2. Make peak hour Laguna Hills to Santa Ana trips line 283 Express, add stop at Irvine station. RESTRUCTURE LONGLINE SERVICE to replace parts of discontinued line 59 south of Santa Ana via Grand, Dyer Barranca, to Irvine station. The route would go to Laguna Hills via Muirlands Bl. and El Toro Road to Laguna Transp. Ctr. Route 59 would run between the Tustin Metrolink Stn. and Newport Transportation Center via UCI covering a segment of route 75. Finally, replace the 86 between Main and Sunflower and Irvine Station with route 53 since these two lines share the same routing to West Yale Loop and Alton. Move southern short term. to Sunflower/Bristol St.
E-mail	Gentlemen, I suggest the 129 extend down Glassell and Grand to the Depot at Santa Ana. Also, Route 29 should extend to Fullerton P/R, replacing the 21 & 39 discontinued segment or Route 129 cover that segment. Route 153 should replace 26 from CSUF to FTC and 26 could run via Lemon, Chapman, Nutwood to CSUF then present to Yorba Linda. Shorten Sunday to Rose St. or Imperial Hwy. The 57 short terminal at Anton Boulevard & Sakioka should be changed to BRISTOL at Bear Street.
E-mail	Gentlemen, as part of your restructuring, I would suggest that we hold off on discontinuing the 24 line and look at a change to the route.  1. Establish eastern terminus at Placentia Station. Operate Route 30 between Placentia Metrolink and Cerritos only. Establish new line 124 from Anaheim Canyon Metrolink to NOCCD in Yorba Linda via Miller St., Placentia Sta. East Chapman, Imperial, Yorba Linda Blvd, NOCCD, Fairmount Blvd, Esperanza, Kellogg, La Palma Av. to Anaheim Hills Festival.  2. Terminate 38 at Landon and Kellogg St. and establish short turn at Anaheim Cyn. Station. Westbound, establish short turn at Park & Ride and make Beach/Stanton trips terminate at Knott & Orange Avenue.  3. 25 Term. Buena Park Stn. Realign 24 to operate via Malvern to Buena Park & Have short 30 run to Buena Park Station via Dale St. During 30 min. Service, operate BP station-CSUF on weekdays. 26 end route M-Sat. YL Blvd. and Imperial, Sun. Term. at Rose.  4. Extend 26 to Beach to replace 21, add BP station. Term. Stan/Crescent.
E-mail	Please, if you are going to cram passengers into buses like cattle, can't you make sure we can breathe ? I'm very tired of smelling like a certain laundry soap when I get off the bus. I do not use the soap and should not have to smell like I do. Your new and improved standing room only busses are a hotbed for germs and I for one do not want to catch the swine flu because of your bus overcrowding and refusal to provide adequate or even inadequate ventilation. Please make your drivers run the fans at all times.
E-mail	I read the brochure about the possible of elimination of certain bus routes. I am a person with disabilities and I rely on the buses all over Orange County, especially Routes 25, 46, 85 and 1. Please do not take out my bus routes. Please reply with information about how I can help to keep these bus routes running.
E-mail	I have a court appearance tomorrow morning so I can't make the meeting. I need Route 82 to stay because my son and many other children take that bus to and from school. It is always packed. Why would they cancel that route?

E-mail	<p>I speak for myself, my family, friends, co-workers, fellow students and all fellow bus riders. We are gravely concerned for all the men, women, children, elderly, immigrants and disabled who rely on the 85 route on a daily basis. The 85 services a diverse group of passengers who live, work and go to school along this route. The 85 carries workers to the restaurants and hotels from Long Beach to San Clemente who use the 85 to take them to the 1 or to the 89 to go to work and to go home. High school and college students need this route. Hospital workers need this route. The disabled need this route. Tourists and visitors need this route. From Dana Point Harbor, shopping malls, hospitals, medical offices, the USPO, schools, libraries, restaurants, grocery stores, homes and places of work to Portola Plaza, all need this route. The 85 is to east county what the 29 is to west county. There is no other north south bus route to take us where we need to go. I implore the board to maintain the 85 as a full service route 7 days a week.</p>
Letter	<p>What routes will be cut in my area? I live near a college. Line 53, 24, 26. How much will line 53 in North County reduction of hours or service on weekends and holiday? How will that effect my ACCESS service? I normally do my grocery shopping on weekends, preferable on Saturdays. Lastly, how much impact will bus reduction have on ACCESS in my area? Eastside Christian Church on weekends. I do volunteer work at UCP in Irvine 280 Roosevelt off Jeffrey.</p>
Letter	<p>First, I sincerely appreciate Staff's promise to deliver responses to the questions raised in my recent communication (enclosed). I also appreciate the Board's thoughtful deliberations and the extensive public comment now coming in from a wide spectrum of transportation system users and stakeholders. Second, I fervently believe that the current financial crisis provides a singular opportunity to reassess and greatly improve on the transportation program that OCTA has been pursuing. On Oct. 26, I heard comments, from both Board directors and the public, touching upon transportation efficiency, accessibility/social equity, and quality of life -- which are fundamental criteria underpinning the Federal transportation funding and Measure M laws from their inception. The Board directors and the public are correct in demanding that OCTA's planning and expenditure decisions be aligned with accountable performance measures at a time when all of us have to do more with less. The public testimony has overwhelmingly underscored the inequity that transit cuts</p> <p>further rip at the safety net of those already devastated by the long recession -- from students to seniors and the disabled, businesses struggling to survive who depend on their workforce having affordable and reliable transportation, from the central city poor to the middle class who reside in the far-flung suburbs who cling to their jobs. Programs and projects that seemed desirable years ago may not figure in today's economic environment and forecasted trends. There should be a fair-minded, responsible re-look at adjusting scope, level of investment, and pace of pursuit which still fulfills the intent and promise of Measure M. Amid changing demographics and priorities, there's also the mandated redirection of SB375 and AB32 and OCTA must begin to develop strategies for tweaking the Renewed Measure M portfolio well ahead of the ten-year interval.</p> <p>Several Board directors and the public commented on the need for OCTA to better collaborate with municipalities and the community in creating and expanding alternative transportation choices. Rather than staking out shoot-for-the-moon BRT and Go Local long-range solutions that have absorbed tens of millions of dollars without a modicum of mobility improvement, OCTA has a present opportunity to target near-term "early action" improvements harvested from the copious planning and alternatives identified to-date in these two programs. Such projects could be exemplary public-private transportation enterprises.</p> <p>OCTA's own data presented at the Oct. 26 hearing clearly illustrate the high cost of publicly delivered transportation services, even when they are outsourced under OCTA management oversight. Plentiful creative community-based mobility solutions which are low-cost/low-risk/high-return examples exist and should be expanded and integrated into a multi-modal strategy for mitigating the impacts of the proposed cuts in transit funding. "BRT" can be quickly initiated with trial prototypic routes that could be privately contracted at higher cost efficiency. Shuttle service and taxi mode, station car-sharing, ride-sharing, school-based and church-based volunteer transport, vanpools and the expansion of telecommute/family-friendly employer policies, etc., utilizing technology for efficient dispatch and operations and monitoring metrics — should be advanced as serious modes worthy of developing and expanding. In this "bouquet" of solutions, OCTA, as the funding clearinghouse, must also own up to its transportation leadership and change agent roles.</p>

In last week's Citizens Advisory Committee meeting, SCAG's Executive Director unequivocally declared that agency's strong desire to partner with OCTA and other public and private stakeholders in "transformational projects" that can serve as exemplary role models for SB375 compliance. When the 405 freeway expansion calls for 20 lanes and only 16 are possible even at enormous expenditures for right-of-way and construction, requisite TDM, TCM and TOD programs can surely be initiated in increments in the near-term without having to wait for 5, 10 years from now. In the final analysis, "transportation efficiency" largely depends on the quality and accountability of OCTA's programming and planning decisions to achieve the most mobility for the taxpayer's buck. It is toward that collaborative aim that these comments and suggestions are provided. There is also an urgency in this submission due to the fact that the Board is scheduled to firm up its decision at upcoming meetings on November 9 and 23 well before the independent Taxpayers Oversight

Committee meets in December when the undersigned would normally provide his input. If you wish further discussion of the points raised in this letter, please contact the undersigned — I will be happy to arrange for those familiar with these proposals first-hand to meet with you or OCTA staff.