

# **ATTACHMENT 4**



# Press Release

**City of Fullerton**

Date: January 2, 2018  
Contact: Stephen Hale, Public Information Coordinator  
(714) 738-6317  
SHale@cityoffullerton.com

**FOR IMMEDIATE RELEASE**

## **City of Fullerton Harbor BLVD Corridor Study**

FULLERTON, Calif. (January 2, 2018) —

\*\*\*UPDATE\*\*\*

The OCTA Transit Committee agenda package on the Central Harbor Boulevard Transit Corridor Study is available on the City of Fullerton website to facilitate review at [https://www.cityoffullerton.com/visitors/downtown\\_fullerton/transportation\\_center.asp](https://www.cityoffullerton.com/visitors/downtown_fullerton/transportation_center.asp). OCTA staff will present background information on the study and its results to the City Council on January 16, 2018.

As identified by OCTA, the next steps *“include offering council presentations to each of the corridor cities to receive comments. The team will continue to work with the corridor cities’ staff to identify key issues to be addressed in the next study phase. The Harbor Study reports will be made available on the study webpage for public review and comment. Input received from the cities, public, and stakeholders will be incorporated into the final report and help inform next steps. The feedback received will be reported back to the Board. The top ranked alternatives*

*have the potential to provide significant transportation benefits and compete well in state and federal funding programs.*

*As the county transit agency, OCTA cannot move alternatives forward without support from the cities. With Board approval, OCTA staff will be presenting the study results to the local city councils and the stakeholder working group for feedback. If sufficient support develops around a few alternatives, OCTA could recommend those be advanced to the next step of the process, which would be a detailed environmental review.*

*However, if consensus is not developed, OCTA may need to spend additional time discussing project concerns with cities and refining alternatives to develop sufficient support. OCTA may also consider making lower cost, lower impact transit improvements in the study area which are more under OCTA's direct control.*

*###*