



## COMMITTEE TRANSMITTAL

**October 22, 2018**

**To:** Members of the Board of Directors  
**From:** Laurena Weinert, Clerk of the Board  
**Subject:** 2019 Project W Safe Stops Call for Projects

### Transit Committee Meeting of October 11, 2018

**Present:** Directors Davies, Do, Jones, Murray, Pulido, Tait, and Winterbottom  
**Absent:** None

### **Committee Vote**

The item was passed by the Members present.

Director Tait did not participate or vote on this item.

Director Pulido was not present to vote on this item.

### **Committee Recommendations**

- A. Approve proposed revisions to Chapter 3 (Project W section) of the Comprehensive Transportation Funding Programs Guidelines.
- B. Approve making \$3 million in Measure M2 Project W funds available for a second funding allocation.
- C. Direct staff to work with eligible local agencies and to return with Project W funding recommendations in early 2019.





**October 11, 2018**

**To:** Transit Committee  
**From:** Darrell E. Johnson, Chief Executive Officer  
**Subject:** 2019 Project W Safe Stops Call for Projects

### **Overview**

Measure M2 Project W provides funding for passenger amenities at the 100 busiest bus stops in Orange County. Board of Directors approval is requested to update the Comprehensive Transportation Funding Guidelines and to authorize a second Project W allocation. This effort will include working with eligible local agencies to develop and refine a list of projects that could potentially be funded by a second Project W allocation.

### **Recommendations**

- A. Approve proposed revisions to Chapter 3 (Project W section) of the Comprehensive Transportation Funding Programs Guidelines.
- B. Approve making \$3 million in Measure M2 Project W funds available for a second funding allocation.
- C. Direct staff to work with eligible local agencies and to return with Project W funding recommendations in early 2019.

### **Background**

Measure M2 (M2) Project W provides funding for passenger amenities at the 100 busiest bus stops in Orange County. In 2014, the Orange County Transportation Authority (OCTA) Board of Directors (Board) authorized Project W's first allocation of \$1.5 million dollars. Funds were apportioned to locally-initiated bus stop improvement projects and to support regional technology improvements in order to enhance the overall transit experience (Attachment A).



To date, 43 of these improvements have either been completed or are nearing completion. In anticipation of Board authorization of a second Project W allocation, updates to the Comprehensive Transportation Funding Guidelines (Guidelines) have been developed (Attachment B). A discussion of pertinent Guidelines updates and next steps is provided (Attachment C).

### ***Discussion***

During summer 2018, OCTA initiated a review of Project W Guidelines to determine areas that needed to be adjusted and/or updated. The review focused upon issues and lessons learned from the 2014 allocation process. It also included input from local agencies and OCTA departments. Proposed changes were relatively minor. Key applicable components of the Guidelines include the following:

- Eligible projects include passenger waiting amenities at the 100 busiest bus stops in Orange County (Attachment D). Examples include shelters/shade structures, seating leaning/fixtures, waste receptacles, ad displays, lighting, solar panels, and other amenities. Ineligible elements include right-of-way acquisition, planning, maintenance, electricity (on-going charges or connections for non-passenger amenities and non-OCTA uses), and construction support.
- Eligible jurisdictions: 15 agencies
  - The listing of the 100 busiest bus stops excludes bus stops that were improved by the previous 2014 allocation. It should also be noted that bus stops where local agencies and OCTA have concurred that no improvement is needed will be removed from the list when final programming recommendations are approved by the Board.
- Funding: \$3 million in M2 Project W funds are available and proposed for a Board-approved 2019 allocation.
  - Up to \$1,000 in design funds are available per stop, subject to a dollar-for-dollar match. Other eligible activities would not require matching funds.
- Funding caps: \$35,000 for high-load bus stops and \$20,000 for normal-load bus stops.
  - High-load bus stops are defined as bus stops where eight or more passengers are waiting to board for an average of five minutes or more.



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**Next Steps**

Upon Board approval of proposed updates to the Guidelines and authorization to initiate a second Project W allocation, in an amount not to exceed \$3 million, staff will work with local agencies to develop potential funding recommendations.

These efforts will include working with local agencies and the OCTA Operations Division to complete, as necessary, a needs assessment for the 100 busiest bus stops<sup>1</sup>. The assessment will focus on several key consideration factors, generally including the following components (Attachment E):

- Current age of bus stop amenities;
- Current bus stop conditions;
- Types of improvements needed at bus stops;
- Ridership demand; and
- Other priority factors that enhance the overall transit experience by providing improved safety and convenience.

These factors, in addition to funding and eligibility requirements specified in the Guidelines, will then be used to screen and prioritize proposed funding recommendations. Once consensus (with eligible local agencies) on a final list of recommended improvements has been achieved, staff will return to the Board (in early 2019) to seek approval of final programming recommendations.

***Summary***

In anticipation of a second Project W allocation, staff has reviewed, and is recommending, proposed changes to the Guidelines. If these changes are approved and a second Project W allocation is authorized, staff will begin working with local agencies to identify needs at the 100 busiest bus stops in Orange County, as appropriate. This assessment will serve as the basis for future recommendations for a prioritized list of programming recommendations.

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<sup>1</sup> Several OCTA-owned facilities are included in Attachment C, which makes them eligible for potential M2 Project W allocations. There is no funding “carve-out” for OCTA facilities. As such, OCTA would be required to complete the same application and evaluation processes as local agencies.



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**Attachments**

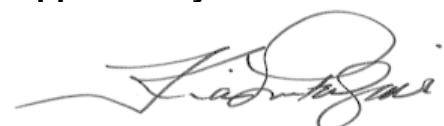
- A. Top Ridership Stops Improved with 2014 Project W Allocation
- B. Updated Comprehensive Transportation Funding Programs Guidelines Excerpt – Chapter 3
- C. 2019 Measure M Project W Allocation Process Summary and Comparison
- D. Draft Top 100 Ridership Stops (Not Already Improved Under Project W)
- E. Orange County Transportation Authority M2 Project W – Safe Transit Stops, Draft Needs Assessment Survey

**Prepared by:**



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**Approved by:**



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Executive Director, Planning  
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## TOP RIDERSHIP STOPS IMPROVED WITH 2014 PROJECT W ALLOCATION

	OCTA ID	Stop Name	Jurisdiction	Improvement
1	6073	BRISTOL-1ST	SANTA ANA	1 Shelter, 1 Bench, 1 Trash Receptacle
2	6048	BRISTOL-MCFADDEN	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, Replace Concrete, Curb Ramp, Bike Rack
3	5981	1ST-MAIN	SANTA ANA	2 Shelters, 4 Benches, 4 Trash Receptacles, Replace Concrete, Curb Ramp
4	6521	MAIN-1ST	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, Curb Ramp
5	1030	RING-BREA MALL	BREA	2 Shelters, Benches, Trash Receptacles
6	3246	CAMPUS-UNIVERSITY CENTER	IRVINE	2 Shelters, 2 Benches, 2 Trash Receptacles
7	6548	MCFADDEN-HARBOR	SANTA ANA	2 Shelters, 2 Benches, 2 Trash Receptacles, Curb Ramp
8	5895	WESTMINSTER-HARBOR	SANTA ANA	1 Shelter, 1 Bench, 2 Trash Receptacles, Curb Ramp
9	6585	MCFADDEN-BRISTOL	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles
10	5608	THE CITY-CITY	ORANGE	2 Shelters, 2 Trash Receptacles
11	6410	HARBOR-MCFADDEN	SANTA ANA	1 Shelter, 1 Bench, 4 Trash Receptacles, Curb Ramp
12	5602	THE CITY-DAWN	ORANGE	2 Shelters, 2 Trash Receptacles
13	5957	1ST-BRISTOL	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacle
14	6417	HARBOR-WESTMINSTER	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, 2 Trees
15	5924	17TH-GRAND	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Curb Ramp
16	6579	MCFADDEN-SYCAMORE	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, Curb Ramp, Bike Rack
17	6275	FAIRVIEW-WESTMINSTER	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, Curb Ramp, 1 Tree, Bike Rack, Other
18	6498	MAIN-1ST	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Curb Ramp
19	5515	MAIN-KATELLA	ORANGE	1 Shelter, 1 Trash Receptacle
20	5522	MAIN-CHAPMAN	ORANGE	1 Shelter, 1 Trash Receptacle
21	6052	BRISTOL-1ST	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles
22	1195	HARBOR-VICTORIA	COSTA MESA	1 Shelter, 2 Trash Receptacles, 2 Benches
23	7514	WESTMINSTER-BEACH	WESTMINSTER	2 Shelters, 2 Benches, 2 Trash Receptacles
24	6519	MAIN-5TH	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles
25	6221	EDINGER-MAIN	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Curb Ramp
26	5667	ORANGE TRANS CTR - DOCK 1	ORANGE	1 Shelter, 2 Trash Receptacles
27	1371	WILSON-HARBOR	COSTA MESA	1 Shelter, 1 Trash Receptacle, 2 Benches
28	5975	1ST-GRAND	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles
29	6576	MCFADDEN-STANDARD	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles
30	6551	MCFADDEN-FAIRVIEW	SANTA ANA	2 Shelters, 2 Benches, 4 Trash Receptacles, Replace Concrete, Curb Ramp
31	5908	17TH-MAIN	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles
32	1220	HARBOR-WILSON	COSTA MESA	1 Shelter, 2 Trash Receptacles, 1 Bench
33	5901	17TH-ENT SANTA ANA COLLEGE	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Replace Concrete
34	5897	WESTMINSTER-FAIRVIEW	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, 1 Tree
35	5987	1ST-BRISTOL	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, 1 Tree
36	5526	MAIN-LA VETA	ORANGE	1 Shelter, 1 Trash Receptacle
37	6079	BRISTOL-EDINGER	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Curb Ramp



## TOP RIDERSHIP STOPS IMPROVED WITH 2014 PROJECT W ALLOCATION

38	7329	BEACH-WESTMINSTER	WESTMINSTER	2 Shelters, 2 Benches, 2 Trash Receptacles
39	5950	1ST-FAIRVIEW	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Replace Concrete
40	6499	MAIN-4TH	SANTA ANA	1 Shelter, 1 Bench, 1 Trash Receptacle
41	5640	TUSTIN-EAST VILLAGE WAY (ZONE4)	ORANGE	2 Shelters, 4 Trash Receptacles
42	6484	MAIN-WARNER	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Replace Concrete
43	5964	1ST-MAIN	SANTA ANA	1 Shelter, 2 Benches, 4 Trash Receptacles, Curb Ramp

Note: While project construction is generally complete for all projects, some projects (primarily those in Santa Ana) final report submittal/approval is still pending.



## **Updated Comprehensive Transportation Funding Programs Guidelines Excerpt - Chapter 3**



## Chapter 3 - Safe Transit Stops (Project W)

### Purpose

This is a fixed-scope program, which provides funding for passenger amenities at the 100 busiest bus stops in Orange County determined by average daily weekday passenger boardings (October 2017 – February 2018 data)<sup>1</sup>. The goal of the program is to provide value, safety, and convenience which enhances the overall transit experience.

Project W funding will be made available to support the 100 busiest bus stops in the County<sup>2</sup>. The Orange County Transportation Authority (OCTA) is functioning as the funding agency for the local bus stop amenity improvements implemented by cities under this program. Local agencies have the authority and responsibility for designing, constructing, and maintaining bus stop improvements. Local agencies will retain local control and responsibility for these improvements including, but not limited to, shelters, lighting, seating, and waste receptacles. For OCTA owned facilities and transit centers, OCTA has the authority and responsibility for designing, constructing, and maintaining bus stop improvements. OCTA will retain control and responsibilities for these improvements.

### Eligible Applicants

Eligible applicants include local agencies in Orange County, which have at least one of the top 100 busiest bus stops as defined above. The list of the 100 busiest stops is reviewed, updated, and distributed with every funding cycle; as such eligible local agencies may change based upon evolution of the list of the 100 busiest bus stops.

Bus stops on private property would need to be submitted by the city on behalf of the property owner.

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<sup>1</sup> Excludes stops improved by the program within the last 5 years. The final list of prioritized improvements may also exclude stops determined by local agencies (and OCTA) that no improvements are required. These stops will be removed from the list at the time programming recommendations are approved by the OCTA Board of Directors.

<sup>2</sup> OCTA facilities and transit centers are eligible for Project W funds, so long as they are included on the list of the County's 100 busiest stops.



## Application

Applications are required to include the following components. However, they should also keep the overall goal of the program in mind, which is to provide for an improved experience for transit riders, primarily focused upon value, safety, convenience, and reliability.

- Proposed maintenance plan;
- Photos of the proposed project site in the weekday AM peak and PM peak period;
- Project design or concept drawings;
- Shelter size and covered passenger waiting area footage;
- Needs assessment; and
- City Council resolution

## Evaluation Criteria

If sufficient funds are not available during a funding cycle to fund all the projects that are submitted, projects will be prioritized for funding based on a combination of boarding ranking and the needs of each bus stop.

## Available Funding

The 2019 Project W Allocation will provide \$3 million for Safe Transit Stops across the County.



## Eligible Costs

Project W will pay for up to \$20,000 for "normal load stops" and up to \$35,000 for "high load stops. A high load stop is defined as a stop where 8 or more passengers are waiting to board for an average of five minutes or more. The following expenses are eligible for reimbursement under the program:

### Eligible

- Passenger Waiting Amenities
  - Bus shelters or shade structures (required);
  - Seating/leaning fixtures (required);
  - Waste receptacles (required);
  - Ad displays; and
  - Bus stop lighting
- Other Amenities
  - Transit/pedestrian information display (at "high load stops");
  - Security cameras (monitored by local police department);
  - Bicycle lockers or racks;
  - Street trees that provide shade protection;
  - Installation of low-cost water efficient irrigation systems to support street shade tree investments;
  - Installation of bus stop signage;
  - Minor improvements to sidewalks necessary to accommodate shelters; and,
  - Installation of electric service at bus shelters for passenger amenities and future OCTA uses.
  - Other
    - Design up to \$1K per stop with a 50 percent (dollar for dollar) local match.
    - Bus Shelter or Shade Structure solar panels to support eligible expense items.

### Not Eligible

- Right-of-way acquisition;
- Planning;
- Maintenance;
- Electricity to support non-passenger related amenities or non-OCTA uses; and
- Construction support



## **Scope Reductions and Cost Savings**

Any proposed scope modifications of an approved project must be submitted to OCTA to ensure consistency with the program requirements. If the proposed scope modification is approved by OCTA, any cost savings will be returned to the program for reallocation for the subsequent call.

## **Reimbursements**

This program is administered on a reimbursement basis. Reimbursements will be disbursed upon review and approval of acceptable final report, complete expense report, performance report, before and after photos, and consistent with a Master Funding Agreement. Required forms can be downloaded from OCFundtracker.

## **Audits**

All M2 payments are subject to audit. Local agencies must follow established accounting requirements and applicable laws regarding the use of public funds. Failure to submit to an audit in a timely manner may result in loss of future funding. Misuse or misrepresentation of M2 funding will require remediation which may include repayment, reduction in overall allocation, and/or other sanctions to be determined. Audits shall be conducted by the OCTA Internal Audit Department or other authorized agent either through the normal annual process or on a schedule to be determined by the OCTA Board.

## **Precept Applicability**

Note some precepts are not applicable to Project W, such cases will be reviewed by staff on a case by case basis and will be determined by staff, as appropriate, based upon the unique characteristics of the proposed project.



**2019 Measure M Project W Allocation Process  
Summary and Comparison**

Board Action to Issue Call for Projects	October 22, 2018
One on One Meetings with Eligible Cities	November-December, 2018
Application Due Date	December 21, 2018
Evaluation Panel Application Review	December 21, 2018-January 31, 2019
Regional Planning and Highways Committee Approval of Projects	March 4, 2019
Board Approval of Projects	March 11, 2019

	<b>2019 M2 Project W Proposed</b>	<b>2014 M2 Project W Approved</b>
<b>Available Funding</b>	\$3 million	\$1.5 million
<b>Eligible Local Agencies</b>	<ul style="list-style-type: none"> <li>• Anaheim</li> <li>• Buena Park</li> <li>• Costa Mesa</li> <li>• Cypress</li> <li>• Fountain Valley</li> <li>• Fullerton</li> <li>• Garden Grove</li> <li>• Irvine</li> <li>• Laguna Hills</li> <li>• Mission Viejo</li> <li>• OCTA</li> <li>• Orange</li> <li>• Santa Ana</li> <li>• Stanton</li> <li>• Westminster</li> </ul>	<ul style="list-style-type: none"> <li>• Anaheim</li> <li>• Brea</li> <li>• Buena Park</li> <li>• Costa Mesa</li> <li>• Fountain Valley</li> <li>• Fullerton</li> <li>• Garden Grove</li> <li>• Irvine</li> <li>• Laguna Beach</li> <li>• Laguna Hills</li> <li>• Mission Viejo</li> <li>• Newport Beach</li> <li>• OCTA</li> <li>• Orange</li> <li>• Santa Ana</li> <li>• Westminster</li> </ul>
<b>Minimum and Maximum Funding Requests</b>	<ul style="list-style-type: none"> <li>• Normal Load Stops = up to \$20,000</li> <li>• High-load Stops = up to \$35,000               <ul style="list-style-type: none"> <li>○ High-load bus stops are defined as bus stops where eight or more passengers are waiting to board for an average of five minutes or more.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Normal Load Stops = up to \$20,000</li> <li>• High-load Stops = up to \$30,000               <ul style="list-style-type: none"> <li>○ High-load stops defined as stops where the 90<sup>th</sup> percentile of boarding events have ten or more passengers waiting.</li> </ul> </li> </ul>



**2019 Measure M Project W Allocation Process  
Summary and Comparison**

	<b>2019 M2 Project W Proposed</b>	<b>2014 M2 Project W Approved</b>
<b>Eligible Expenditures</b>	<ul style="list-style-type: none"> <li>• Passenger Waiting Amenities:               <ul style="list-style-type: none"> <li>○ Bus shelters or shade structures (required)</li> <li>○ Seating/leaning fixtures (required)</li> <li>○ Waste receptacles (required)</li> <li>○ Ad Displays</li> <li>○ Bus stop lighting</li> </ul> </li> <li>• Other Amenities:               <ul style="list-style-type: none"> <li>○ Transit pedestrian information display (at “high-load stops”)</li> <li>○ Security cameras (monitored by local police department)</li> <li>○ Bicycle lockers or racks</li> <li>○ Street trees that provide shade protection</li> <li>○ Installation of low-cost water efficient irrigation systems to support street shade tree investments</li> <li>○ Installation of bus stop signage</li> <li>○ Minor improvements to sidewalks necessary to accommodate shelters</li> <li>○ Installation of electric service at bus shelters for passenger amenities and future OCTA uses.</li> <li>○ Other:                   <ul style="list-style-type: none"> <li>▪ Design</li> <li>▪ Solar panels</li> </ul> </li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Passenger Waiting Amenities:               <ul style="list-style-type: none"> <li>○ Bus shelters or shade structures (required)</li> <li>○ Seating/leaning fixtures (required)</li> <li>○ Waste receptacles (required)</li> <li>○ Ad displays</li> <li>○ Bus stop lighting</li> </ul> </li> <li>• Other Amenities:               <ul style="list-style-type: none"> <li>○ Transit/pedestrian information displays</li> <li>○ Security cameras (monitored by local police department)</li> <li>○ Bicycle locker or racks</li> <li>○ Mature street trees</li> <li>○ Minor improvements to sidewalks to accommodate shelters</li> <li>○ Installation of electric service on bus shelters for future OCTA uses</li> </ul> </li> <li>• Other OCTA-Funded Items:               <ul style="list-style-type: none"> <li>○ Installation of bus stop signage</li> </ul> </li> </ul>
<b>Ineligible Expenditures</b>	<ul style="list-style-type: none"> <li>• Right-of way acquisition</li> <li>• Planning</li> <li>• Maintenance</li> <li>• Electricity (on-going charges or connections for non-passenger amenities or non-OCTA uses)</li> <li>• Construction support</li> </ul>	<ul style="list-style-type: none"> <li>• Right-of-way acquisition</li> <li>• Planning and design</li> <li>• Maintenance</li> <li>• Electricity</li> </ul>
<b>Local Match</b>	<ul style="list-style-type: none"> <li>• Design only - \$1,000 per stop with a dollar for dollar match.</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>



**2019 Measure M Project W Allocation Process  
Summary and Comparison**

	<b>2019 M2 Project W Proposed</b>	<b>2014 M2 Project W Approved</b>
<b>Application Requirements</b>	<ul style="list-style-type: none"> <li>• Proposed maintenance plan</li> <li>• Photos of proposed project site in the weekday AM and PM peak period.</li> <li>• Project design or concept drawings</li> <li>• Shelter size and covered passenger waiting area footage</li> <li>• Needs Assessment</li> <li>• City council resolution</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed maintenance plan</li> <li>• Photos of proposed project site in the weekday AM and PM peak period.</li> <li>• Project design or concept drawings</li> <li>• Shelter size and covered passenger waiting area footage</li> <li>• Needs Assessment</li> <li>• City council resolution</li> </ul>

Acronyms

Board – Board of Directors

M2 – Measure M2

N/A – Not applicable

OCTA – Orange County Transportation Authority



## DRAFT TOP 100 RIDERSHIP STOPS (NOT ALREADY IMPROVED UNDER PROJECT W)

	OCTA ID	Stop Name	Jurisdiction	2017 Daily Boardings
1	6068	BRISTOL-17TH	SANTA ANA	555
2	5928	17TH-MAIN	SANTA ANA	500
3	6077	BRISTOL-MCFADDEN	SANTA ANA	399
4	5947	1ST-HARBOR	SANTA ANA	391
5	6513	MAIN-17TH	SANTA ANA	385
6	5902	17TH-BRISTOL	SANTA ANA	383
7	1963	FULLERTON TRANS CTR DOCK 4	OCTA	375
8	6412	HARBOR-1ST	SANTA ANA	367
9	247	HARBOR-EAST SHUTTLE AREA	ANAHEIM	353
10	6493	MAIN-MCFADDEN	SANTA ANA	349
11	6556	MCFADDEN-BRISTOL	SANTA ANA	342
12	240	HARBOR-LINCOLN	ANAHEIM	327
13	6035	BRISTOL-SUNFLOWER	SANTA ANA	314
14	234	HARBOR-LA PALMA	ANAHEIM	307
15	6416	HARBOR-WESTMINSTER	SANTA ANA	304
16	1836	HARBOR-ORANGETHORPE	FULLERTON	293
17	6042	BRISTOL-WARNER	SANTA ANA	283
18	6057	BRISTOL-17TH	SANTA ANA	276
19	5934	17TH-BRISTOL	SANTA ANA	273
20	3881	LAGUNA BEACH BUS STATION	OCTA	273
21	6421	HARBOR-1ST	SANTA ANA	268
22	2535	WESTMINSTER-HARBOR	GARDEN GROVE	265
23	2523	WESTMINSTER-BROOKHURST	GARDEN GROVE	258
24	6504	MAIN-17TH	SANTA ANA	257
25	486	LINCOLN-STATE COLLEGE	ANAHEIM	257
26	6509	MAIN-MAIN PLACE	SANTA ANA	257
27	667	STATE COLLEGE-LA PALMA	ANAHEIM	245
28	6046	BRISTOL-EDINGER	SANTA ANA	243
29	1962	FULLERTON TRANS CTR DOCK 3	OCTA	242
30	218	HARBOR-EAST SHUTTLE AREA	ANAHEIM	241
31	6490	MAIN-EDINGER	SANTA ANA	237
32	670	STATE COLLEGE-LINCOLN	ANAHEIM	236
33	3910	EL TORO-PASEO DE VALENCIA	LAGUNA HILLS	234
34	2071	HARBOR-EDINGER	FOUNTAIN VALLEY	232
35	2381	HARBOR-GARDEN GROVE	GARDEN GROVE	228
36	3984	LAGUNA HILLS TRANS CTR DOCK 5	OCTA	222
37	7509	WESTMINSTER-GOLDEN WEST	WESTMINSTER	221
38	216	HARBOR-KATELLA	ANAHEIM	218
39	5997	1ST-HARBOR	SANTA ANA	212
40	5919	17TH-TUSTIN	SANTA ANA	210
41	2546	WESTMINSTER-BROOKHURST	GARDEN GROVE	207
42	283	KATELLA-HARBOR	ANAHEIM	205
43	3705	COLLEGE-IRVINE CENTER	IRVINE	199
44	402	LA PALMA-STATE COLLEGE	ANAHEIM	198
45	225	HARBOR-LINCOLN	ANAHEIM	198
46	6500	MAIN-CIVIC CENTER	SANTA ANA	197
47	111	BEACH-LINCOLN	ANAHEIM	197
48	7791	MCFADDEN-MAIN	SANTA ANA	191
49	5980	1ST-DOWNTOWN PLAZA	SANTA ANA	190
50	250	HARBOR-KATELLA	ANAHEIM	188
51	6549	MCFADDEN-JACKSON	SANTA ANA	188
52	1173	FAIRVIEW-ARLINGTON	COSTA MESA	186
53	7343	BOLSA-BEACH	WESTMINSTER	185
54	6423	HARBOR-MCFADDEN	SANTA ANA	185

Note: Excludes stops funded in 2014 Allocation



**DRAFT TOP 100 RIDERSHIP STOPS (NOT ALREADY IMPROVED UNDER PROJECT W)**

55	494	LINCOLN-HARBOR	ANAHEIM	185
56	2376	HARBOR-CHAPMAN	GARDEN GROVE	182
57	859	LINCOLN-VALLEY VIEW	CYPRESS	178
58	6280	FAIRVIEW-1ST	SANTA ANA	176
59	5105	NEWPORT TRANS CTR DOCK 4	OCTA	176
60	1192	HARBOR-BERNARD	COSTA MESA	175
61	7116	CHAPMAN-BEACH	STANTON	174
62	5984	1ST-FLOWER	SANTA ANA	174
63	7334	BEACH-WESTMINSTER	WESTMINSTER	173
64	7325	BEACH-BOLSA	WESTMINSTER	170
65	6089	BRISTOL-MACARTHUR	SANTA ANA	169
66	5891	WESTMINSTER-EUCLID	SANTA ANA	168
67	5601	THE CITY-JUSTICE CENTER	ORANGE	164
68	5606	THE CITY-CHAPMAN	ORANGE	161
69	212	HARBOR-CHAPMAN	ANAHEIM	160
70	328	LA PALMA-EUCLID	ANAHEIM	158
71	4816	SANTA MARGARITA-LOS ALISOS	MISSION VIEJO	158
72	268	KATELLA-HARBOR	ANAHEIM	157
73	5107	NEWPORT TRANS CTR DOCK 6	OCTA	156
74	7787	MAIN-MCFADDEN	SANTA ANA	155
75	5362	CHAPMAN-MAIN	ORANGE	155
76	1293	PLACENTIA-19TH	COSTA MESA	154
77	7108	BEACH-KATELLA	STANTON	151
78	2541	WESTMINSTER-EUCLID	GARDEN GROVE	149
79	5983	1ST-ROSS	SANTA ANA	149
80	8442	FULLERTON TRANS CTR DOCK 6	OCTA	149
81	5314	CHAPMAN-THE CITY	ORANGE	149
82	6514	MAIN-15TH	SANTA ANA	148
83	783	BEACH-LA PALMA	BUENA PARK	147
84	7523	WESTMINSTER-BEACH	WESTMINSTER	146
85	6193	EDINGER-FAIRVIEW	SANTA ANA	144
86	6517	MAIN-CIVIC CENTER	SANTA ANA	144
87	6479	MAIN-MACARTHUR	SANTA ANA	144
88	5366	CHAPMAN-THE CITY	ORANGE	143
89	1196	HARBOR-WILSON	COSTA MESA	143
90	1732	COMMONWEALTH-NUTWOOD	FULLERTON	143
91	2371	HARBOR-GARDEN GROVE	GARDEN GROVE	142
92	7947	ORANGE TRANS CTR-DOCK 2	ORANGE	140
93	7097	BEACH-CHAPMAN	STANTON	140
94	7112	BEACH-CHAPMAN	STANTON	139
95	6408	HARBOR-WARNER	SANTA ANA	138
96	332	LA PALMA-HARBOR	ANAHEIM	138
97	1960	FULLERTON TRANS CTR DOCK 1	OCTA	138
98	6515	MAIN-WASHINGTON	SANTA ANA	138
99	6227	EDINGER-BRISTOL	SANTA ANA	137
100	780	BEACH-ORANGETHORPE	BUENA PARK	136



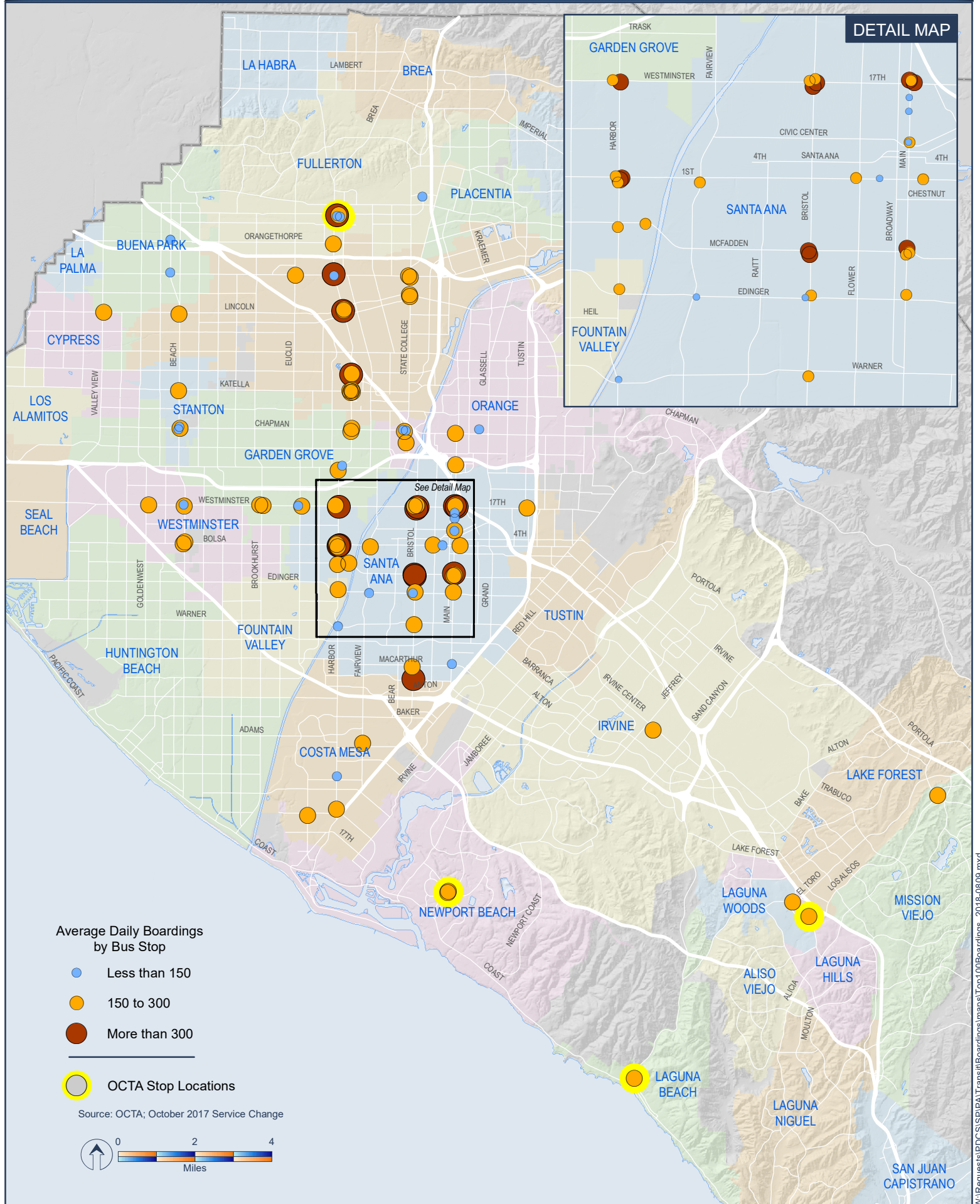
**DRAFT TOP 100 RIDERSHIP STOPS (NOT ALREADY IMPROVED UNDER PROJECT W)**

<b>Jurisdiction</b>	<b>Top 100 Stops</b>
SANTA ANA	39
ANAHEIM	18
OCTA	8
GARDEN GROVE	7
ORANGE	6
WESTMINSTER	5
STANTON	4
COSTA MESA	4
FULLERTON	2
BUENA PARK	2
CYPRESS	1
MISSION VIEJO	1
FOUNTAIN VALLEY	1
LAGUNA HILLS	1
IRVINE	1
<b>Grand Total</b>	<b>100</b>

Note: Based on Daily Boardings



# Orange County 100 Busiest OCTA Bus Stops







**ORANGE COUNTY TRANSPORTATION AUTHORITY  
M2 PROJECT W - SAFE TRANSIT STOPS**

**DRAFT NEEDS ASSESSMENT SURVEY**

**SECTION ONE: GENERAL PROJECT INFORMATION**

**Applicant Information**

Local Agency \_\_\_\_\_  
Project Manager \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_  
Email \_\_\_\_\_

**Proposed Project Location**

Stop Location \_\_\_\_\_  
Stop Ranking \_\_\_\_\_  
  
Total Estimated Project Cost \_\_\_\_\_  
Project W Funding Request \_\_\_\_\_  
*(If design funding is requested please specify local match rate)*

**Ridership Demand (Boardings)**

**Digital photos of location must be attached**

OCTA \_\_\_\_\_ Other\* \_\_\_\_\_ *\* Other includes ridership numbers from services other than OCTA*  
If "Other" is indicated, please explain \_\_\_\_\_

**SECTION TWO: NEEDS ASSESSMENT**

**Project Description**

1a. Describe the current condition of the facilities and what amenities exist.

1b. Does the jurisdiction believe that the stop should remain on the List of the 100 Busiest Stops? Please describe.



**SECTION TWO: NEEDS ASSESSMENT (CONTINUED)**

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2. What is the age of the current amenities that exist at the proposed project location? How many years of useful life remain?

3. What are the proposed improvements? What amenities will be installed?



**SECTION TWO: NEEDS ASSESSMENT (CONTINUED)**

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4. What is the ADA status of the existing facility? Will any additional improvements be required to meet current ADA standards?

5. Will any of the equipment being replaced be salvaged and reinstalled elsewhere? If so, what location(s)?

6. Please list any other priority factors that your jurisdiction would like to have considered.