

Meeting of November 13, 2017

OC Bus 360° Continues to Work to Reverse Declining Ridership

The board received an update showing that OC Bus ridership continues to see positive gains in areas where OCTA has focused on improving service through the OC Bus 360° program, changes that were implemented beginning just over a year ago. According to the results of a report, bus ridership was up 19.6 percent as of September 2017 compared to a year earlier on routes in core areas of the county where service was improved.

Other elements of the OC Bus 360° plan also are showing positive results, including the introduction of additional transportation options and integration of new technologies.

While overall bus ridership is down by about 3 percent compared to a year earlier, that's less of a decline than the 4.2 percent bus ridership decline.

OCTA plans to continue to monitor the success of OC Bus 360° and return to the board in early 2018 with an update of cities who sent in letters of interest for Project V.

Transit Master Plan is Mapping Future Transit in O.C.

The board received an update on the Transit Master Plan, a countywide transit study that determines potential corridors for transit improvement and recommends changes to existing services.

The plan will take a look at long-term transit needs throughout the county and recommend a series of corridors suitable for additional transit improvements. In July, a draft of the plan was presented with 10 corridors. Staff has since redefined the corridors based on connectivity and suggested 11 lines for further evaluation.

The corridors being considered are:

- North Harbor Boulevard- Santa Ana Boulevard
- Westminster Avenue-Bristol Street
- Harbor Boulevard South
- State College Boulevard
- Beach Boulevard
- Main Street
- La Palma Avenue- Lincoln Avenue
- Chapman Avenue
- McFadden Avenue- Bolsa Street
- Interstate 5 (I-5)
- State Route 55 (SR-55)

The proposed options for these corridors include rapid bus routes, bus rapid transit, freeway bus rapid transit, streetcar routes and Metrolink.

The Transit Master Plan will be released for public review online and the action plan, which will incorporate public comments, will be presented in January.

OCTA to Purchase 10 Hydrogen Fuel Cell Electric Buses

OCTA has received grant funds from the Center for Transportation and the Environment and the South Coast Air Quality Management District to purchase 10 hydrogen fuel cell buses.

The agreement between OCTA and New Flyer Industries Inc. is for \$13.3 million for the purchase of the 10 hydrogen fuel cell electric buses. New Flyer was chosen because of the company's experience with hydrogen fuel cell buses for more than two decades, and the company is currently developing the only

manufacturer-warranted hydrogen fuel cell bus. The buses will be designed similar to OCTA's 40 foot buses, with five tanks to accommodate 38 kilograms of hydrogen storage for a range of 300 miles. The buses are expected to be delivered by the early 2019.

Next 10 Delivery Plan Looks at What's Ahead for Measure M2

The Measure M2 Next 10 Delivery Plan was adjusted in response to lower revenue forecasts and project costs and schedules. The plan focuses on delivering Measure M2 freeway, streets and roads, transit and environmental projects through 2026.

The Next 10 Plan sets project and program priorities over a 10-year period from 2017 through 2026 . It was based on a revenue forecast of \$14.2 billion through 2041. But in September, the Board received a revised sales tax revenue projection that reduced the forecast by \$700 million to \$13.5 billion through 2041. Local revenues from the excess 91 Express Lanes revenue will be used to supplement the two Measure M2 freeway projects, known as Project I and Project J.