



Transit System Study

Finding new ways to maximize the efficiency
and effectiveness of our transit system

City Involvement Workshop

January 12, 2011

OVERVIEW AND GUIDING PRINCIPLES



Background

- Service Reductions over last 2 Years
- Last Major Study 10 Years Ago
- TMD Competitively Selected as Consultant
- Constrained and Unconstrained Financial Forecasts
- Short, Intermediate, Long Term Plan Horizons

Project Scope

- Develop Approach and Conduct Research
- Formulate Alternatives
- Make Recommendations
- Create Implementation Plans
- Final Report



Integrated Approach

- Join fixed-route and paratransit with Measure M2
 - Go Local and Community Circulators
 - Metrolink Service Expansion
 - Senior Mobility
- SB 375
- OCTA Strategic Plan
- Express Bus and Bus Rapid Transit



Integrated Approach

- Connect with
 - Other Transit Systems
 - Major Employment Centers
 - Major Colleges/Universities
 - New Development
- Efficient, Cost-effective, Sustainable
- Improve Service and Operating Performance

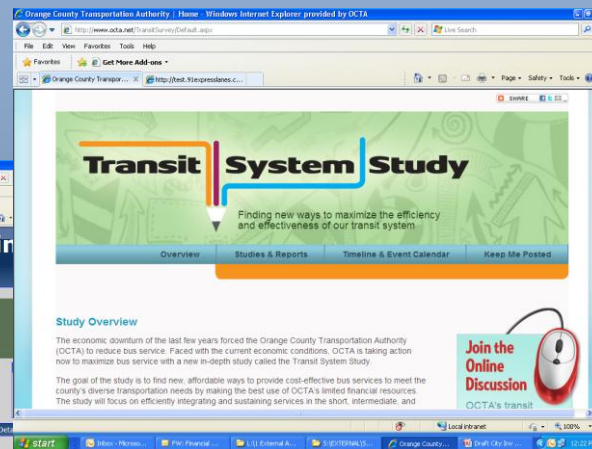
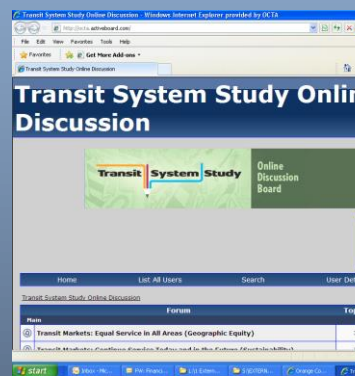
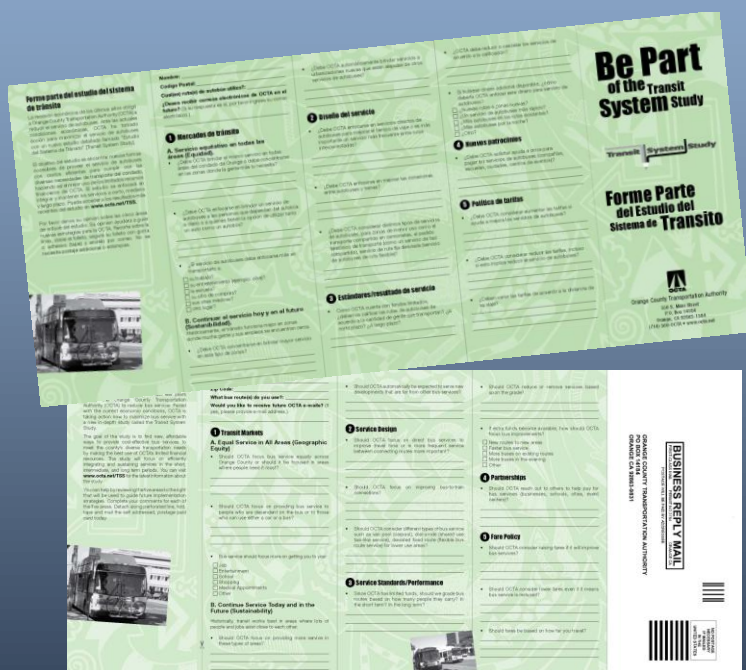


Public Outreach

- Gather Input from:
 - Stakeholder Groups
 - Cities
 - Customers
 - Public
- Collect Feedback via:
 - Workshops; open houses; meetings
 - On-board and on-line survey www.octa.net/tss
- Build Consensus for Transit and Sustainable Mobility



Public Communications



www.octa.net/tss

BE PART OF THE TRANSIT SYSTEM STUDY

OCTA is conducting a new Transit System Study to improve the efficiency and effectiveness of Orange County's bus system. Let us hear from you.

Pick up a brochure on this bus and fill out the comment card. Or join the online discussion at www.octa.net/TSS.



FORME PARTE DEL ESTU

OCTA está llevando a cabo un para mejorar el sistema de auto y opinion es importante duran

Por favor tome un folleto de es O traiga sus ideas y únase al debate en linea en www.octa.net/TSS.



We Are Here.

**Develop Framework
and Approach**

**Research and Data
Collection**

**Develop Alternatives
and Recommendations**

**Develop Implementation
Strategies**

Spring 2011

Present Draft Plan

Summer 2011

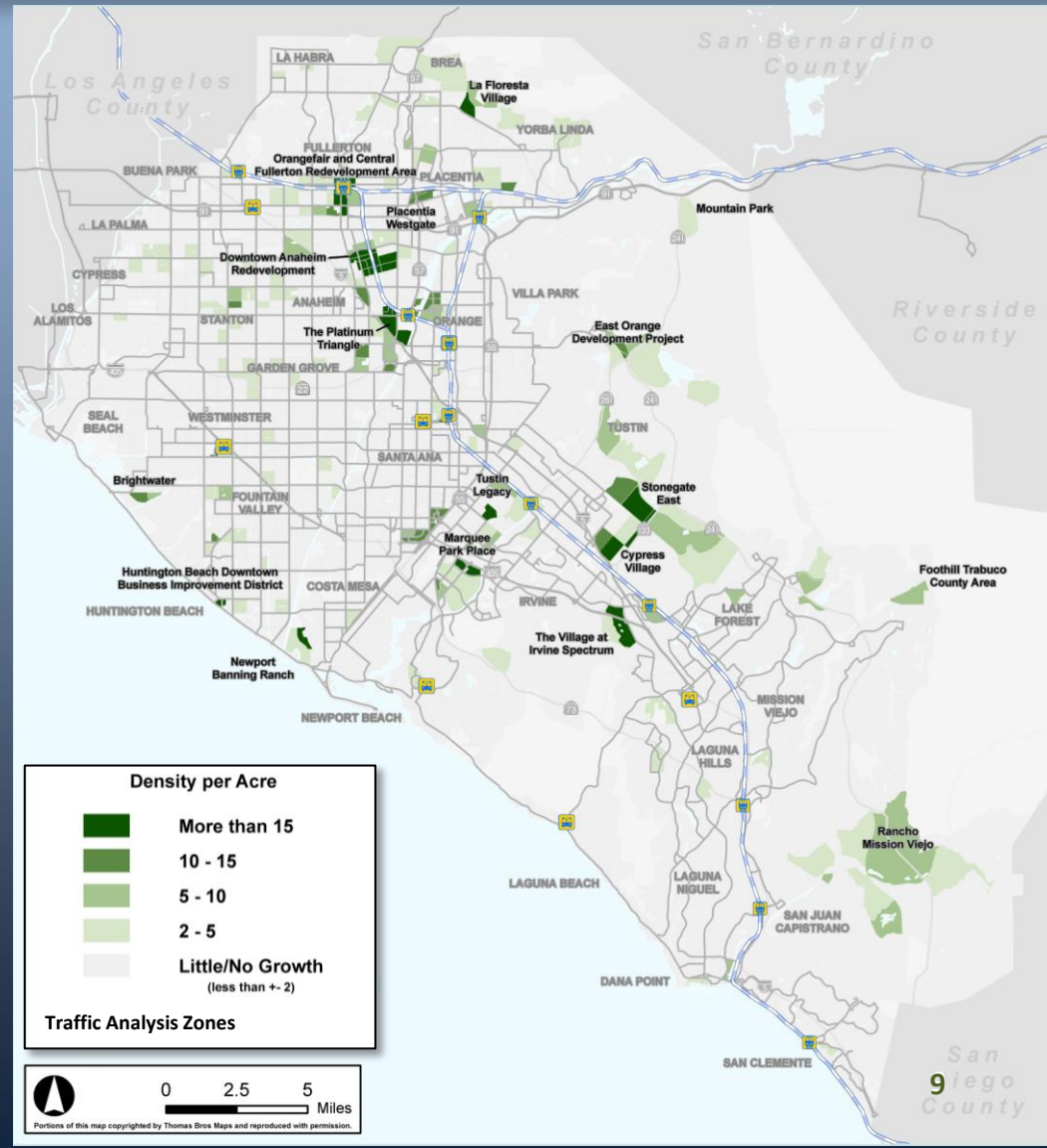
conduct public outreach and gather feedback

Financial Status and Outlook

- Major revenue sources decreased by \$42 million (18%) from FY 2006-07 to FY 2009-10
- Future revenue projected to meet existing service levels
- Recap of situational analysis
 - Funds for service improvements limited partially due to growth in cost of ADA service
 - Reallocation or operating faster/more efficiently are only options for making resources available

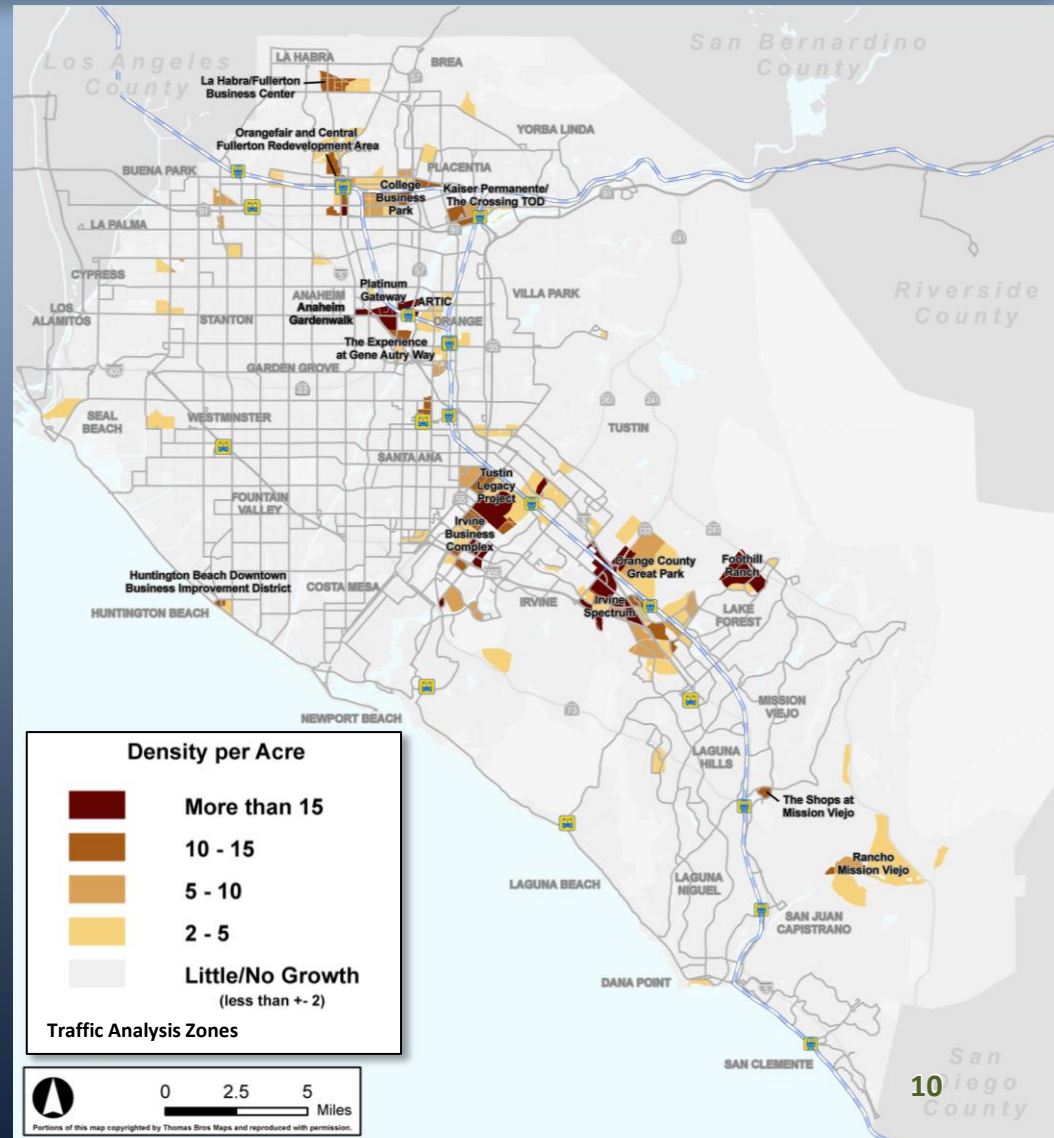
Population Change (2008-2035)

Market Assessment

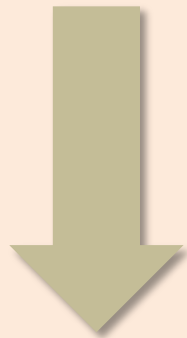


Employment Change (2008-2035)

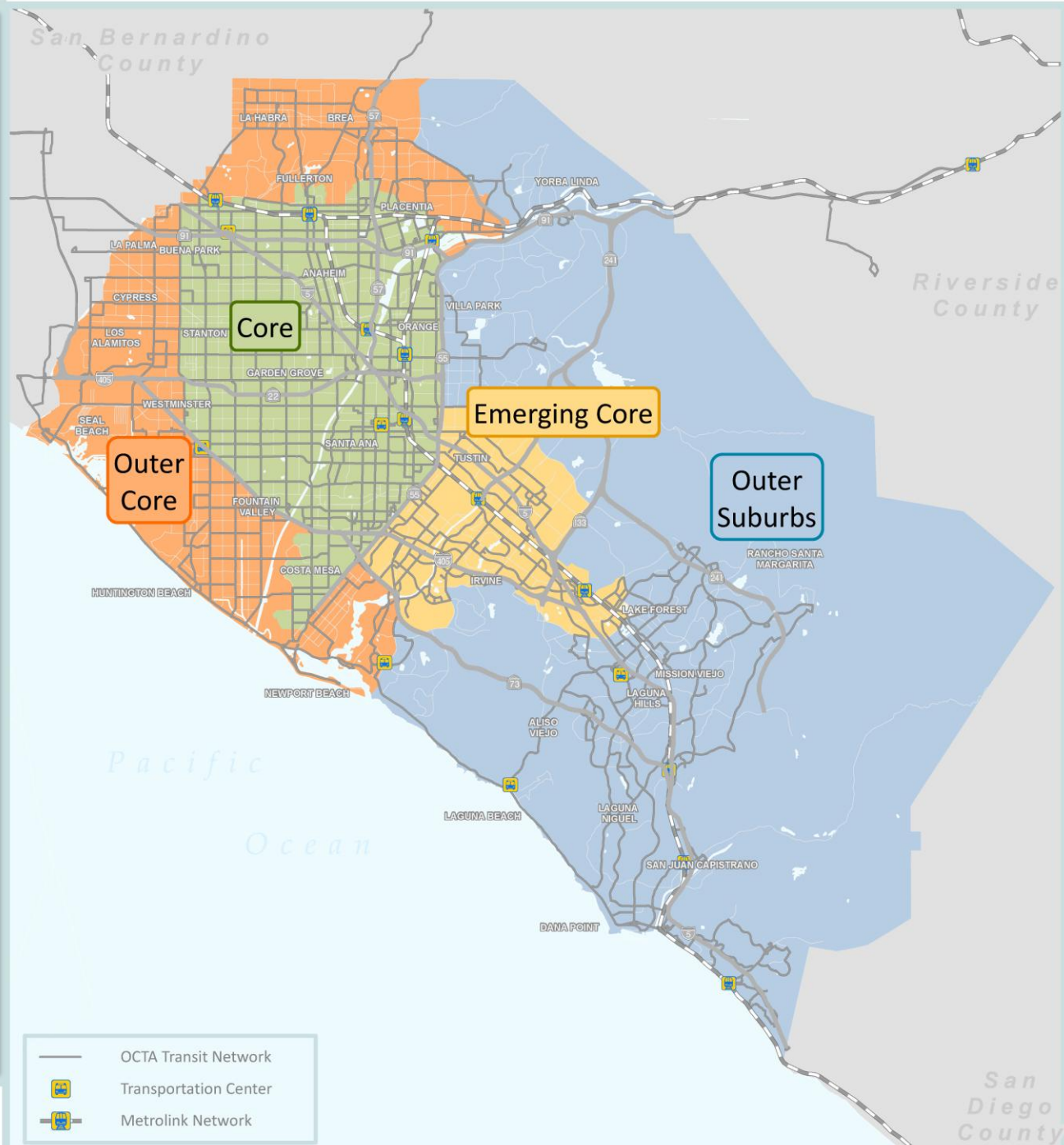
Market Assessment



Market Assessment

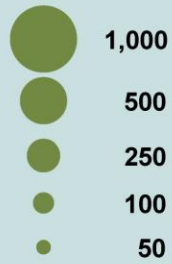


Market Regions



All Day OCTA Passenger Boardings

Passenger Boardings



Service Evaluation



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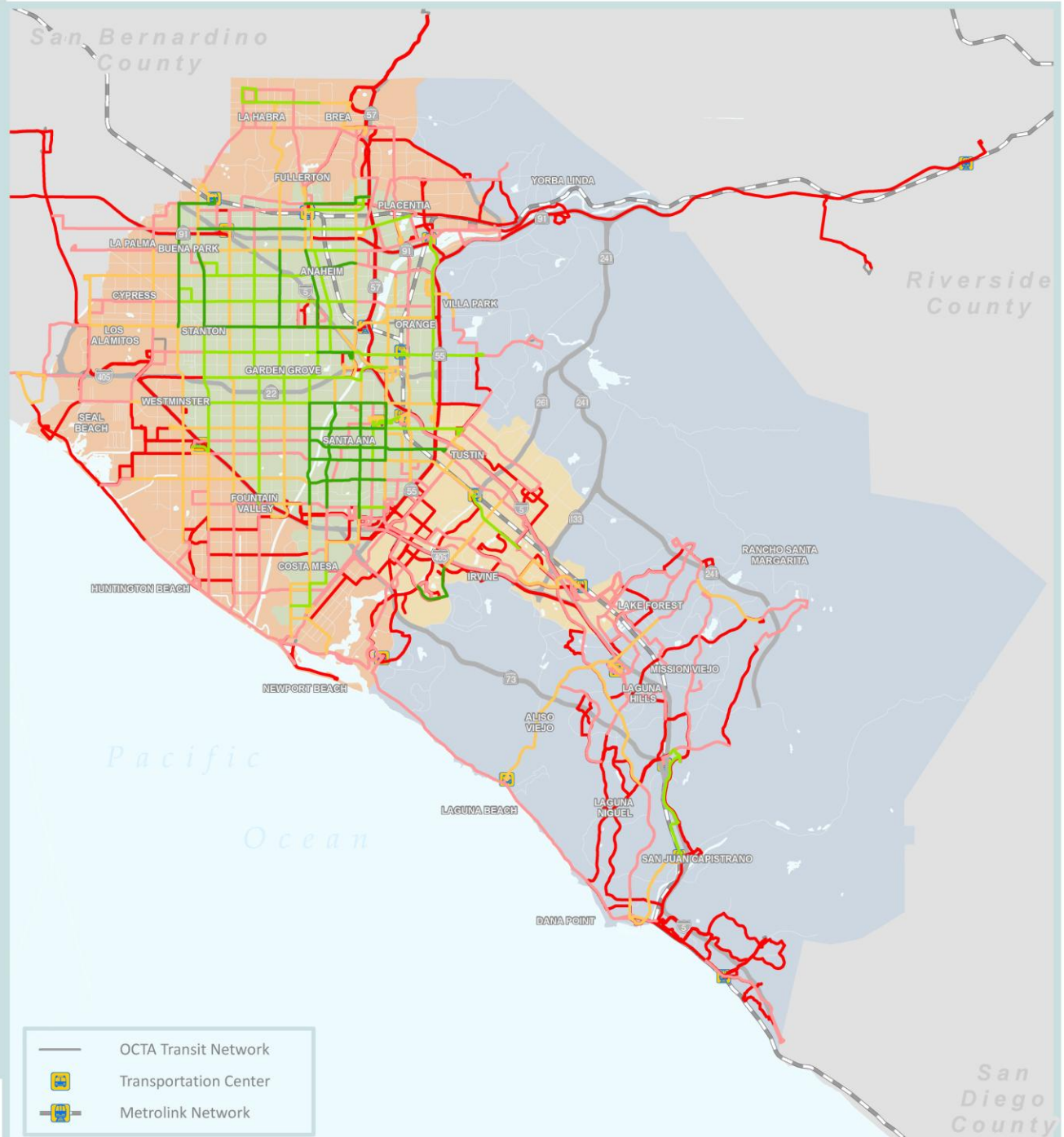


Service Productivity

Weekday Passenger Boardings Per Revenue Vehicle Hour

- More than 60
- 45 to 60
- 30 to 45
- 15 to 30
- Less than 15

Service Evaluation

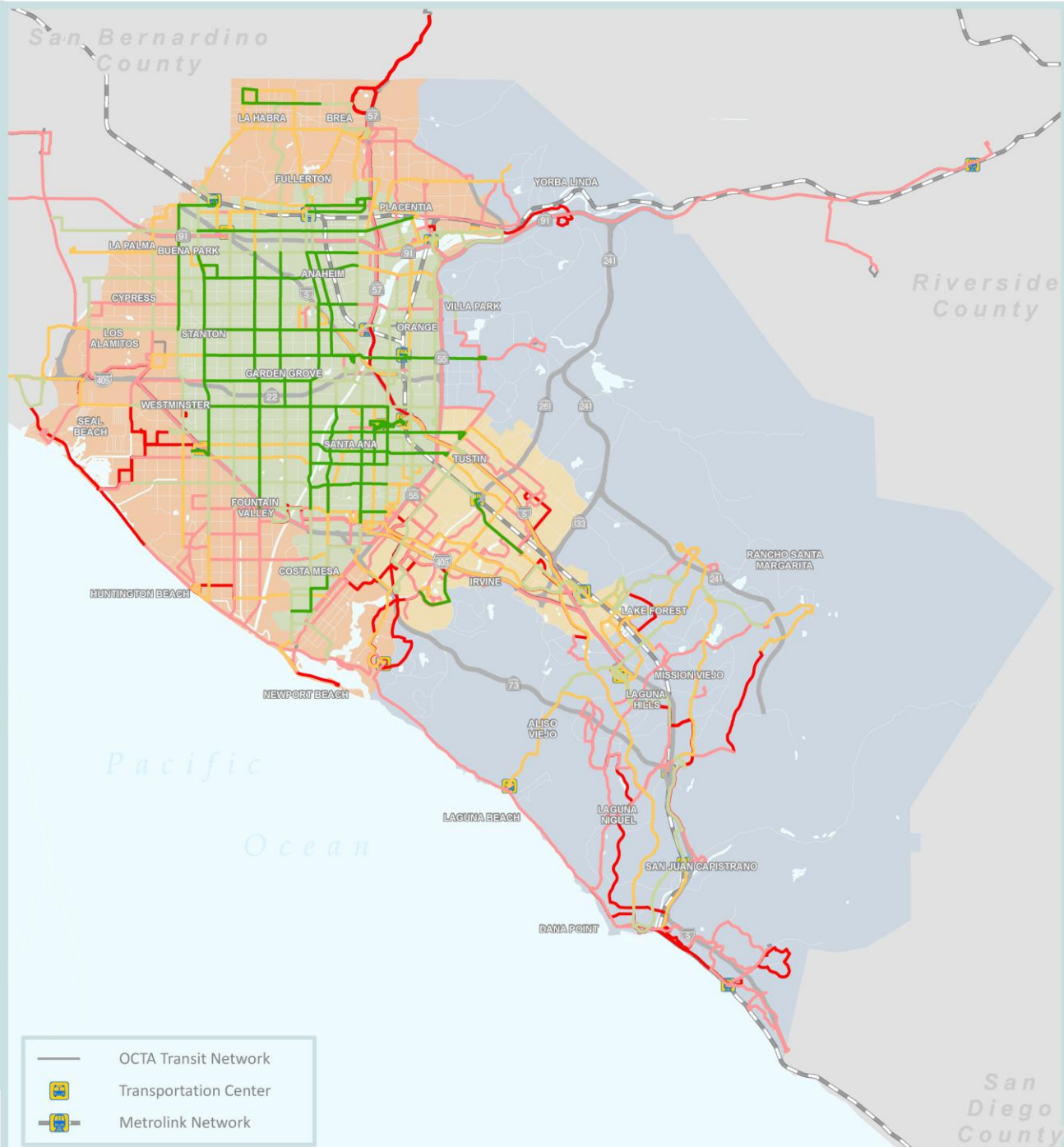


Subsidy Per Boarding

Weekday Performance

- Less than \$1.50
- \$1.50 - \$3.00
- \$3.00 - \$5.00
- \$5.00 - \$10.00
- More than \$10.00

Service Evaluation

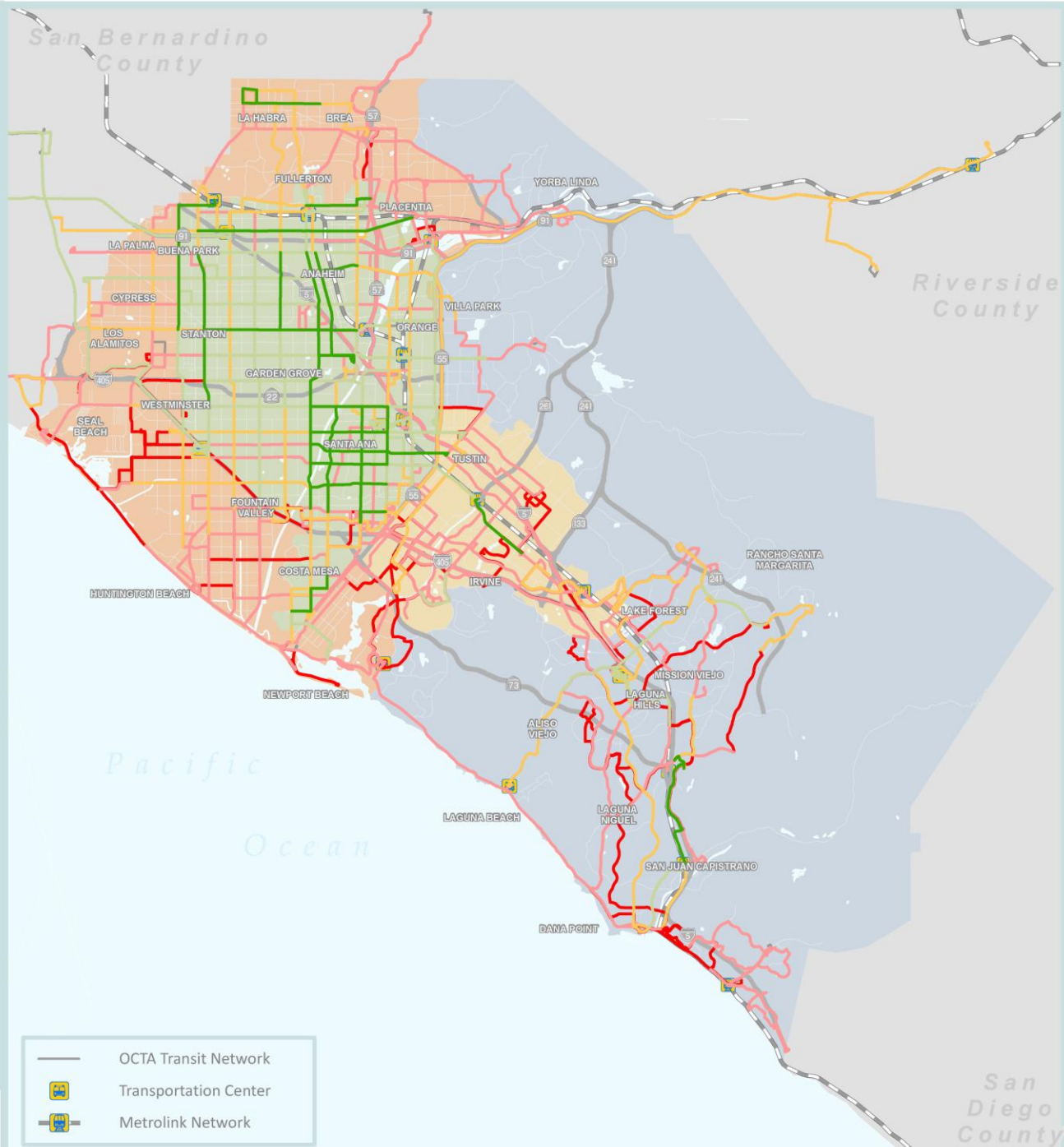


Farebox Recovery Ratio

Weekday Performance

- More than 40%
- 30% - 40%
- 20% - 30%
- 10% - 20%
- Less than 10%

Service Evaluation

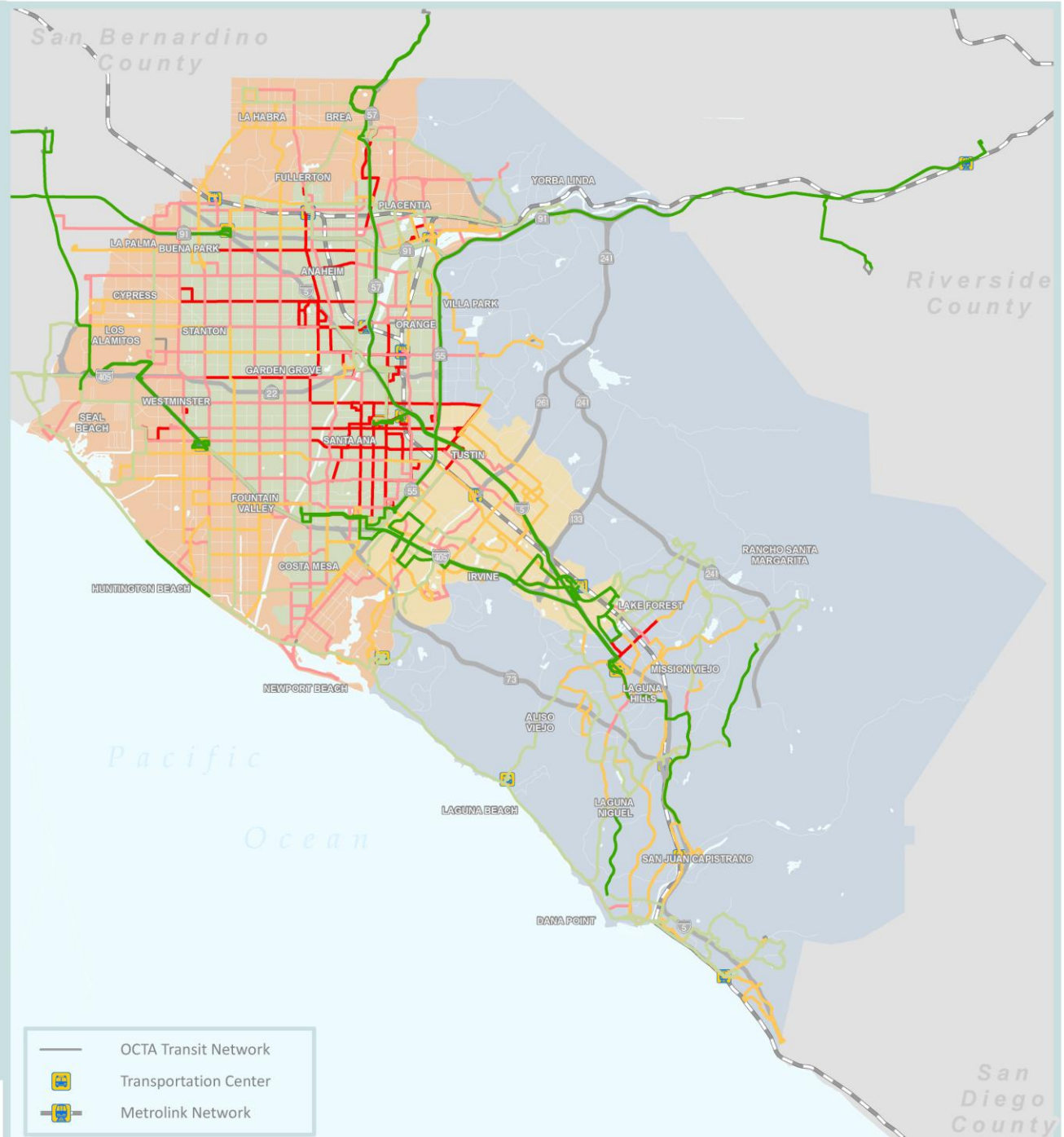


Operating Speed

Weekday Performance

- More than 20 MPH
- 15 - 20 MPH
- 12.5 - 15 MPH
- 10 - 12.5 MPH
- Less than 10 MPH

Service Evaluation



Core

- High population and employment density (24 people per parcel acre)
- High productivity (45 passenger boardings per revenue vehicle hour)
- Low subsidy per passenger boarding (\$1.69)
- High farebox recovery (34%)

Outer Core

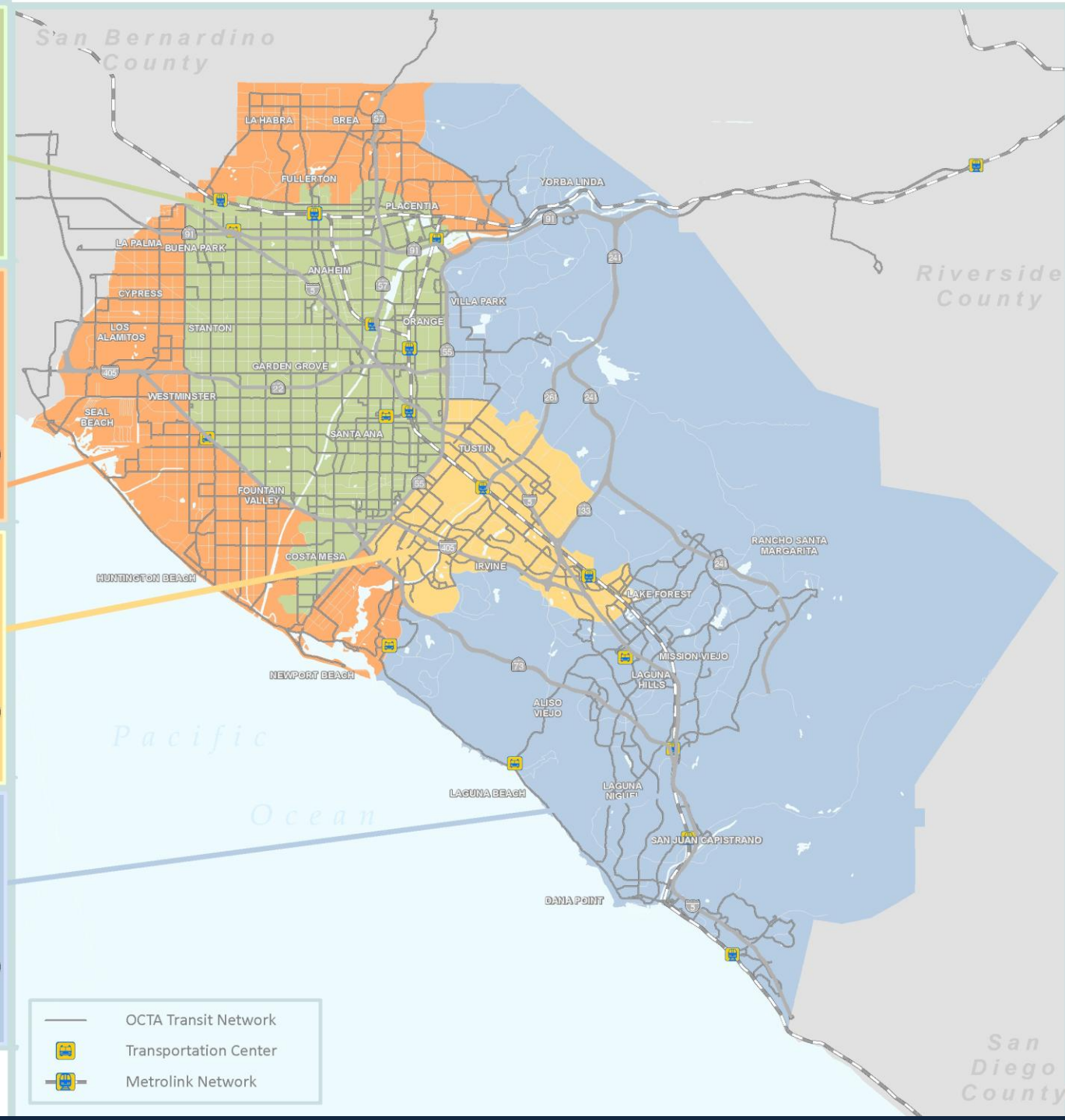
- Low population and employment density (10 people per parcel acre)
- Low productivity (23 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.37)
- Low farebox recovery (18%)

Emerging Core

- High population and employment density (18 people per parcel acre)
- Very Low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.97)
- Low farebox recovery (15%)

Outer Suburbs

- Low population and employment density (8 people per parcel acre)
- Very low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.88)
- Low farebox recovery (18%)



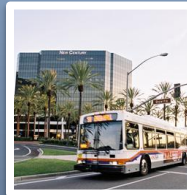
Framework Themes

www.octa.net/TSS



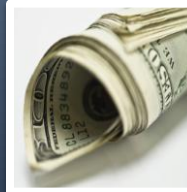
Transit Markets

Service Design



Service Standards/
Performance

Funding/
Partnerships



Fare Policy

1. Transit Markets

A. Equal Service in All Areas (Geographic Equity)

- Should OCTA focus bus service equally across Orange County or should it be focused in areas where people need it most?
- Should OCTA focus on providing bus service to bus dependent people or to those who can use either a car or a bus?
- Bus service should focus more on getting you to your:
 - Job
 - Entertainment
 - School
 - Shopping
 - Medical Appointments
 - Other

1. Transit Markets

B. Continue Service Today and in the Future (Sustainability).

Historically, transit works best in areas where lots of people and jobs exist close to each other.

- Should OCTA focus on providing more service in these types of areas?
- Should OCTA automatically be expected to serve new developments that are far from other bus services?

2. Service Design

- Should OCTA focus on direct bus services to improve travel time or is more frequent service between connecting routes more important?
- Should OCTA focus on improving bus-to-train connections?
- Should OCTA consider different types of bus service such as van pool (carpool), dial-a-ride (shared use taxi-like service), deviated fixed route (flexible bus route service) for lower use areas?

3. Service Standards/Performance

- Since OCTA has limited funds, should we grade bus routes based on how many people they carry? In the short term? In the long term?
- Should OCTA reduce or remove services based upon the grade?
- If extra funds become available, how should OCTA focus bus improvements?
 - New routes to new areas
 - Faster bus service
 - More buses on existing routes
 - More buses in the evening
 - Other

4. Funding/Partnerships

- Should OCTA reach out to others to help pay for bus services (businesses, schools, cities, event centers)?

5. Fare Policy

- Should OCTA consider raising fares if it will improve bus services?
- Should OCTA consider lower fares even if it means bus service is reduced?
- Should fares be based on how far you travel?

Next Steps

- Continue to Gather Feedback from:
 - Board of Directors
 - Stakeholder Groups
 - Cities
 - Customers
 - Public
- Develop Strategies and Recommendations
- Next Meeting on March 23, 2011

For Comments:

- Web: www.octa.net/tss
- Phone: 714-560-5700
- Mail: OCTA, 550 South Main Street, Orange, CA 92868
Attn: Transit System Study

For Questions:

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