

OCTA Transit System Plan Approach

- Reinvest in high performing services through network rationalization.
- Ensure that services meet productivity and financial performance standards.
- Strategic integration of Go Local and community based initiatives
- Improve service speed and reduce customer wait times.

	Near-Term	Mid-Term	Long-Term
Core (4AM to 12AM)	Refocus structural network to foster spontaneous use. Implement rapid lines at 10 to 15 minute frequencies with supporting local routes (15-30).	Implement additional rapid service features while improving rapid frequencies to 10 minutes and locals to 15 minutes.	Further increase rapid frequencies 7.5 to 10 minutes.
Emerging Core (5AM to 10PM)	Consider rapid extensions from the core on key transit corridors and streamline local network. Augment with shuttle connections and community circulation. Capitalize on partnership opportunities and integration of Go Local initiatives.	Develop park and ride based and reverse commute express service from the Suburbs to the Emerging Core: introduce infill routes in response to continuing development.	Increase frequency as transit corridors emerge while adjusting to new developments with continuing shuttle connections and community circulation.
Outer Core (5AM to 10PM)	Rationalize service levels and alignments to match market conditions. Continue major Core routes at lower frequencies. Implement community circulation and destination services.	Capitalize on partnership opportunities and integration of Go Local initiatives.	Promote further intensification and infill development. Adjust frequencies as market conditions warrant.
Suburbs (6AM to 9PM)	Refocus resources tailored to specific travel market needs. Retain productive fixed route local bus service augmented with flexible community based services.	Develop park and ride and reverse commute based express service from the Suburbs to the Emerging Core.	Integrate local bus service, Go Local initiatives, and cooperative funding partnerships to interface with the regional network of Metrolink and freeway express bus.

OCTA Transit System Plan Products

Service Type		Frequency Target (Minutes)	Network Role	Key Markets
	Freeway Express Bus/BRT	10-30	Structural network spine, fast regional service	All-day, all-week or peak period regional travel
	Arterial BRT Rapid Bus	10	Structural network spine, fast sub-regional service	All-day, all-week subregional travel
	Regional Rail	15 goal, 30 current	Structural network spine, fast regional service	All-day, all-week regional travel
	Local Bus	15 core, 30 other	Completes core network, key non-core corridors	All-day, all-week community and subregional travel
	Community Shuttle	Demand Based	Network connections, local circulation	Neighborhood circulation, school trips, senior/ADA mobility
	Stationlink	Demand Based	Trip completion from regional network	"Last-Mile" work and school commute
	Alternative Services	Demand Based	Local circulation and trip completion with regional network	Community and "first/last" mile