




COMMITTEE TRANSMITTAL

November 23, 2015

To: Members of the Board of Directors
From:  Laurena Weinert, Clerk of the Board
Subject: OC Bus 360 - 2016 Draft Bus Service Plan

Transit Committee Meeting of November 12, 2015

Present: Directors Do, Jones, Katapodis, Murray, Pulido, Shaw, Tait, and Winterbottom
Absent: None

Committee Vote

This item was passed by the Members present.

Directors Pulido was not present to vote on this item.

Committee Recommendations

- A. Direct staff to implement a public outreach program to solicit feedback on the 2016 Draft Bus Service Plan.
- B. Direct staff to return to the Board of Directors in early 2016 with outreach findings and final bus service change recommendations.



ORANGE COUNTY TRANSPORTATION AUTHORITY

OC Bus 360 - 2016 Draft Bus Service Plan

Staff Report



November 12, 2015

To: Transit Committee
From: Darrell Johnson, Chief Executive Officer
Subject: OC Bus 360 - 2016 Draft Bus Service Plan

A handwritten signature in blue ink, appearing to read "Darrell Johnson", is placed to the right of the "From:" field.

Overview

As part of a comprehensive effort to re-position bus service to address changing market demands, a 2016 Draft Bus Service Plan has been developed. The goals of the plan are to reverse ridership declines and increase ridership by reducing travel times, improving travel service speeds, and designing services to benefit existing customers and attract new customers. It requires reallocating resources from low performing routes to high-demand markets while pursuing new travel options to serve lower demand areas. This plan is just one element in an overall strategy to improve bus service by examining it from many angles - an initiative named OC Bus 360.

Recommendations

- A. Direct staff to implement a public outreach program to solicit feedback on the 2016 Draft Bus Service Plan.
- B. Direct staff to return to the Board of Directors in early 2016 with outreach findings and final bus service change recommendations.

Background

The Orange County Transportation Authority (OCTA) has experienced declining bus ridership, and efforts are underway to reverse this trend and to build a bus system that meets current and future market demands. This requires the examination of bus service from all angles. In addition to development of a new service plan, other activities include:

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- Implementing faster services such as Bravo! and limited stop routes
 - Purchasing and branding new vehicles
 - Researching current customer needs through the Customer Satisfaction Survey
 - Analyzing why riders left the system and where new markets exist through the Bus Market Study
 - Pursuing technology improvements such as mobile ticketing and real-time passenger information
 - Studying potential adjustments to the fare policy
 - Assessing funding opportunities and constraints
 - Reviewing alternative transportation such as vanpool, circulators, demand-responsive services, and transportation network companies to match modes with markets
 - Investing in targeted marketing programs

Together, these initiatives are being packaged as OC Bus 360 – a comprehensive re-evaluation of bus service throughout Orange County.

In fiscal year (FY) 2014-15, OCTA's fixed-route bus service had 47 million boardings, the lowest level since FY 1996-97. Ridership during FY 2015-16 continues to decline, and annual OCTA bus ridership has also sharply decreased over the past decade from 23 to 15 per capita boardings per year. Addressing this ridership decline is the primary goal of the 2016 Bus Service Plan (Plan).

OCTA continues to experience challenges with revenues supporting the bus system, including important revenue sources such as sales tax and fare revenue. As a result, service improvements can only move forward with current resources. OCTA's Comprehensive Business Plan indicates that no additional revenues are anticipated to expand service over the next 20 years, and recent reductions in fare revenue and lower than projected growth in Transportation Development Act funding are putting pressure on the sustainability of the current service levels. Additional long-term funding from federal and state sources are also uncertain. ACCESS paratransit service growth will also compete for the same future resources as the fixed-route bus service.

In response, the existing fixed-route service was analyzed, and route-by-route recommendations are presented for implementation during the June and October 2016, service changes. The Plan is cost-neutral and is expected to grow ridership by 1.6 million boardings over the next several years.

Discussion

Based on the ridership decline and lack of new revenue, staff has prepared a cost-neutral route optimization plan to grow ridership. The plan is intended to reallocate resources currently used on lower performing routes to areas with higher demand. This approach is consistent with the initial recommendations from the recent American Public Transportation Association Peer Review and OCTA's Transit System Study (TSS) completed in 2011, as well as decades of experience by other transit agencies. In the right context, improvements in bus frequencies and speed result in increased ridership.

TSS

The TSS was a comprehensive analysis of how OCTA could operate the fixed-route bus service in a more efficient, cost-effective, and sustainable way. The 2011 study also benefited from input from the public and stakeholders. The following guiding principles were used to develop the TSS service recommendations:

- Invest in high performing services
- Decrease investment in low performing services
- Strategic use of Go Local (Project V) initiatives
- Design service to attract both dependent and choice customers
- Match service products to markets
- Reduce customer wait times
- Improve service speed
- Take advantage of the transition of Metrolink service to regional rail
- Reduce demand and cost for ACCESS

These principles are consistent with the approach that staff is recommending in the Plan. The TSS route-level changes were recommended to be phased in over ten years. The Plan implements most of the short-term recommendations from the TSS within two service changes to increase ridership.

Assessing Existing Route Performance

OCTA has developed a service performance index (SPI) to provide a detailed measure of performance at the route and day level (weekdays, Saturday, and Sunday). This measure helps inform where improvements, reductions, and restructuring of routes should occur.

The SPI uses three performance indicators. Passenger boardings per revenue vehicle hour measures service effectiveness in terms of usage per unit of service provided. Passenger miles per seat mile measures service efficiency in terms of

the percentage of seats occupied. Farebox recovery ratio measures financial efficiency in terms of farebox revenue as a percentage of operating cost.

Each performance measure for a given route and day is compared against the systemwide average. The three performance indicators are averaged and then converted into a score between zero and one. A higher score indicates better performance. In addition to SPI, a trend factor for the last 24 months is calculated to determine if the route performance is improving or worsening. A summary of the June 2015 SPI is provided in Attachment A.

Draft Service Plan Recommendations

The Plan prioritizes the route-level changes primarily using the TSS recommendations and recent SPI scores. In addition, other factors were considered such as ridership potential, coverage, subsidy levels, and recent customer input. Maps depicting the route-level changes are included in Attachments B and C. Detailed information describing each change and proposed implementation timeframe is included in Attachment D.

The following is a summary of impacts from the plan:

- Projected ridership growth of 1.6 million boardings over three years
- Improved system productivity and farebox recovery
- Increases the number of routes operating 15-minute peak frequency routes from 11 to 17
- Adds two new “Bravo!” routes and a second “Xpress” route
- Eliminates lowest productivity routes
- Changes American with Disabilities Act paratransit service area
- Systemwide bus rider impacts
 - No change (75 percent)
 - Improved frequency (17 percent)
 - Reduced frequency (four percent)
 - No service or use other route (one to four percent)

Staff recommends working with cities to develop community circulator services that better meet local community needs and connect to the regional system. This would include helping cities develop Project V Community Circulators, which could provide local coverage in areas no longer served by the OCTA bus service. The next Project V call for projects is scheduled to be released later this month.

Next Steps

Staff is seeking Board of Directors (Board) approval to present the Plan to the public in December 2015. A public outreach process is required for service changes of this magnitude, and the comments received will be used to refine the recommendations. With Board direction, a public hearing would occur in January 2016, and final recommendations would be presented to the Transit Committee and the Board in February 2016. This timeline is necessary to begin implementation of the new service changes starting in June 2016.

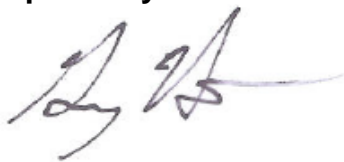
Summary

Recommendations are presented to grow ridership and improve efficiencies in the fixed-route bus system. Staff is seeking Board input on the recommendations and approval to solicit public and stakeholder feedback. Service change recommendations would return to the Board in February 2016, for implementation starting in June 2016.

Attachments

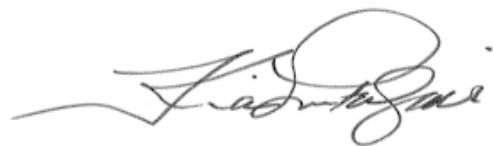
- A. OCTA Service Performance Index - June 2015
- B. Local (1-99), Community (100), & Bravo! (500) Route Recommendations
- C. Express (200 & 700) & StationLink (400) Route Recommendations
- D. Draft 2016 Service Change Recommendations

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Approved by:



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ORANGE COUNTY TRANSPORTATION AUTHORITY

OC Bus 360 - 2016 Draft Bus Service Plan

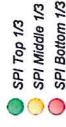
Attachment A

OCTA SERVICE PERFORMANCE INDEX JUNE 2015

WEEKDAY									
Route	SPI	Trend	Px /RVH	PxM /SM	Fare Recy	Wkly RVH	SPI Rank		
001	0.35	↓ -0.0131	17.1	0.29	10%	694	110		
020	0.19	↓ -0.0259	11.7	0.10	16%	1	134		
021	0.14	↓ -0.0035	10.8	0.10	13%	142	143		
024	0.47	↓ -0.0189	15.3	0.16	21%	176	89		
025	0.48	↓ -0.0256	23.8	0.23	15%	367	82		
026	0.79	↓ -0.0037	33.4	0.39	21%	604	22		
030	0.79	↓ -0.0398	27.4	0.29	34%	370	23		
033	0.58	↓ -0.0317	28.4	0.25	23%	309	67		
035	0.67	↓ -0.0305	32.9	0.31	17%	406	47		
037	0.84	↓ -0.0056	36.1	0.37	22%	463	14		
038	0.86	↓ -0.0566	31.1	0.31	36%	763	9		
042	0.81	↓ -0.0094	34.2	0.40	19%	869	18		
043	0.92	↓ -0.0245	38.8	0.47	28%	1001	4		
046	0.80	↓ -0.0660	26.5	0.28	33%	455	21		
047	0.81	↓ -0.0125	32.2	0.37	21%	1188	17		
050	0.69	↓ -0.0687	33.7	0.31	18%	589	40		
051	0.37	↓ -0.00369	20.2	0.18	14%	174	105		
053	0.87	↓ -0.0353	36.4	0.43	24%	1014	8		
054	0.79	↓ -0.0185	32.3	0.35	20%	609	27		
055	0.60	↓ -0.0214	25.6	0.29	17%	871	63		
056	0.60	↓ -0.0195	28.9	0.28	16%	288	65		
057	0.79	↓ -0.0191	36.6	0.29	23%	524	25		
059	0.64	↓ -0.0137	18.5	0.25	28%	572	52		
060	0.84	↓ -0.0251	36.6	0.42	21%	1332	12		
064	0.96	↓ -0.0112	48.4	0.48	28%	810	1		
066	0.89	↓ -0.0021	39.5	0.39	28%	917	5		
070	0.64	↓ -0.0111	27.6	0.31	17%	653	53		
071	0.73	↓ -0.0021	22.8	0.29	34%	500	34		
072	0.62	↓ -0.0521	30.3	0.25	19%	207	58		
076	0.20	↓ -0.0025	14.4	0.17	9%	280	133		
079	0.56	↓ -0.0207	16.9	0.21	26%	384	71		
082	0.49	↓ -0.0235	16.5	0.17	25%	200	81		
083	0.58	↓ -0.0171	23.2	0.40	13%	528	70		
085	0.23	↓ -0.0003	10.8	0.12	17%	344	129		
086	0.52	↓ -0.0258	16.0	0.25	25%	219	78		
087	0.44	↓ -0.0036	16.2	0.15	24%	131	94		
089	0.70	↓ -0.0023	21.1	0.28	33%	309	39		
090	0.58	↓ -0.0107	20.0	0.19	30%	279	68		
091	0.64	↓ -0.0316	18.7	0.22	32%	387	55		
543	0.84	↓ -0.0042	34.8	0.53	21%	614	13		
129	0.61	↓ -0.0583	19.6	0.23	27%	195	61		
143	0.54	↓ -0.0600	18.1	0.20	25%	188	73		
145	0.24	↓ -0.0030	17.3	0.16	11%	149	126		
153	0.44	↓ -0.0655	15.7	0.13	22%	180	93		
167	0.54	↓ -0.0224	16.2	0.21	26%	217	74		
172	0.12	↓ -0.0083	8.3	0.09	12%	137	146		
173	0.13	↓ -0.0005	7.9	0.09	12%	209	145		
175	0.22	↓ -0.0527	8.9	0.11	14%	161	132		
177	0.38	↓ -0.0259	13.2	0.16	22%	129	102		
178	0.33	↓ -0.0325	12.6	0.15	19%	220	115		
187	0.15	↓ -0.0087	9.0	0.11	13%	114	141		
188	0.12	↓ -0.0054	9.1	0.08	13%	128	148		
191	0.17	↓ -0.0019	7.9	0.16	12%	323	140		
193	0.09	↓ -0.0185	6.8	0.09	10%	67	152		

SATURDAY									
Route	SPI	Trend	Px /RVH	PxM /SM	Fare Recy	Wkly RVH	SPI Rank		
001	0.41	↓ -0.0234	15.6	0.32	9%	87	99		
025	0.47	↓ -0.0205	27.7	0.21	17%	35	85		
026	0.43	↓ -0.0531	21.5	0.19	19%	31	96		
029	0.70	↓ -0.0772	30.5	0.37	18%	182	38		
030	0.62	↓ -0.0022	27.9	0.28	23%	41	59		
033	0.64	↓ -0.0398	29.0	0.31	22%	22	54		
035	0.47	↓ -0.0745	24.9	0.27	13%	62	83		
037	0.60	↓ -0.0043	27.4	0.29	17%	62	62		
038	0.75	↓ -0.0184	32.5	0.31	26%	63	31		
042	0.88	↓ -0.0775	37.9	0.42	30%	104	6		
043	0.67	↓ -0.0356	34.5	0.24	22%	165	45		
046	0.77	↓ -0.0756	26.7	0.25	39%	39	28		
047	0.81	↓ -0.0798	33.4	0.35	23%	146	19		
050	0.68	↓ -0.0024	34.4	0.29	19%	76	43		
051	0.06	↓ -0.0047	7.2	0.08	5%	30	158		
053	0.94	↓ -0.0724	33.1	0.42	30%	143	2		
054	0.66	↓ -0.0078	31.4	0.28	19%	67	49		
055	0.59	↓ -0.0258	25.3	0.29	18%	123	66		
056	0.52	↓ -0.0086	26.3	0.25	16%	26	77		
057	0.76	↓ -0.0191	35.4	0.28	23%	221	29		
059	0.37	↓ -0.0047	14.1	0.13	22%	34	103		
060	0.81	↓ -0.0746	35.1	0.47	19%	170	16		
064	0.84	↓ -0.0478	37.2	0.41	21%	149	11		
066	0.92	↓ -0.0111	44.8	0.41	27%	114	3		
070	0.49	↓ -0.0155	23.6	0.28	15%	104	80		
071	0.52	↓ -0.0775	17.6	0.22	26%	79	76		
072	0.36	↓ -0.0074	24.7	0.18	16%	27	108		
079	0.47	↓ -0.0036	14.9	0.19	23%	43	88		
082	0.28	↓ -0.0204	12.0	0.11	20%	14	120		
083	0.67	↓ -0.0026	21.0	0.35	16%	76	44		
085	0.15	↓ -0.0244	8.2	0.11	14%	26	142		
087	0.17	↓ -0.0099	9.9	0.09	13%	22	138		
089	0.82	↓ -0.0058	25.4	0.34	39%	30	15		
090	0.47	↓ -0.0433	16.2	0.16	28%	33	84		
091	0.51	↓ -0.0096	14.6	0.24	25%	47	79		
543	0.75	↓ -0.0673	30.0	0.43	19%	77	32		
129	0.41	↓ -0.0205	14.2	0.16	23%	36	98		
143	0.34	↓ -0.0776	14.9	0.13	21%	32	113		
145	0.10	↓ -0.0050	10.7	0.11	7%	22	151		
153	0.35	↓ -0.0166	12.4	0.11	19%	30	112		
167	0.22	↓ -0.0022	10.6	0.10	15%	20	131		
177	0.47	↓ -0.0070	18.2	0.16	28%	10	87		
178	0.06	↓ -0.0185	5.3	0.05	7%	15	159		
191	0.12	↓ -0.0015	6.6	0.15	11%	48	147		

SUNDAY									
Route	SPI	Trend	Px /RVH	PxM /STM	Fare Recy	Wkly RVH	SPI Rank		
001	0.33	↓ -0.0257	13.9	0.30	8%	89	116		
025	0.36	↓ -0.0143	22.5	0.22	14%	35	107		
026	0.29	↓ -0.0335	16.6	0.17	18%	32	119		
029	0.65	↓ -0.0137	29.5	0.35	17%	160	51		
030	0.39	↓ -0.0029	22.7	0.18	22%	41	101		
033	0.43	↓ -0.0244	24.5	0.20	22%	19	95		
035	0.46	↓ -0.0376	27.0	0.25	14%	40	90		
037	0.65	↓ -0.0039	28.7	0.29	18%	37	50		
038	0.46	↓ -0.0388	24.0	0.19	24%	62	91		
042	0.79	↓ -0.0076	30.6	0.35	30%	105	26		
043	0.76	↓ -0.0139	32.8	0.30	21%	142	30		
046	0.68	↓ -0.0164	24.2	0.23	33%	38	41		
047	0.74	↓ -0.0316	32.1	0.35	21%	145	33		
050	0.60	↓ -0.0385	28.3	0.30	15%	75	64		
053	0.88	↓ -0.0328	31.5	0.36	23%	118	7		
054	0.72	↓ -0.0172	31.6	0.35	18%	48	37		
055	0.53	↓ -0.0331	24.1	0.29	17%	109	75		
056	0.33	↓ -0.0117	20.4	0.20	11%	25	114		
057	0.68	↓ -0.0083	32.0	0.27	20%	204	42		
059	0.26	↓ -0.0089	9.1	0.12	14%	30	123		
060	0.66	↓ -0.0244	30.5	0.34	16%	150	48		
064	0.80	↓ -0.0376	36.2	0.38	19%	128	20		
066	0.85	↓ -0.0168	39.5	0.40	24%	118	10		
070	0.62	↓ -0.0565	27.5	0.34	16%	63	60		
071	0.44	↓ -0.0010	16.1	0.17	24%	57	92		
072	0.25	↓ -0.0002	18.0	0.16	11%	22	124		
079	0.36	↓ -0.0224	11.7	0.17	19%	43	109		
083	0.67	↓ -0.0086	20.4	0.42	14%	54	46		
089	0.63	↓ -0.0079	20.1	0.24	32%	30	56		
090	0.41	↓ -0.0352	14.3	0.16	24%	28	100		
091	0.37	↓ -0.0171	12.8	0.18	21%	47	104		
543	0.73	↓ -0.0743	29.3	0.40	17%	73	35		
129	0.27	↓ -0.0684	12.0	0.14	17%	36	121		
143	0.24	↓ -0.0622	11.5	0.12	18%	31	128		
145	0.11	↓ -0.0064	10.8	0.13	6%	18	149		
153	0.27	↓ -0.0076	11.9	0.09	19%	28	122		
167	0.19	↓ -0.0072	10.5	0.10	16%	20	136		
177	0.31	↓ -0.0589	13.5	0.16	20%	12	117		
191	0.07	↓ -0.0038	4.9	0.11	8%	46	155		



SPI Rank Range 1 - 161
Lower # is Better

SPI= Service performance index
Px/RVH= Passengers per Revenue Vehicle Hour
PxM/SM= Passenger Miles per Seat Miles
Fare Recy= Farebox Recovery
Wkly RVH= Weekly Revenue Vehicle Hours (Blue bar represents scale)

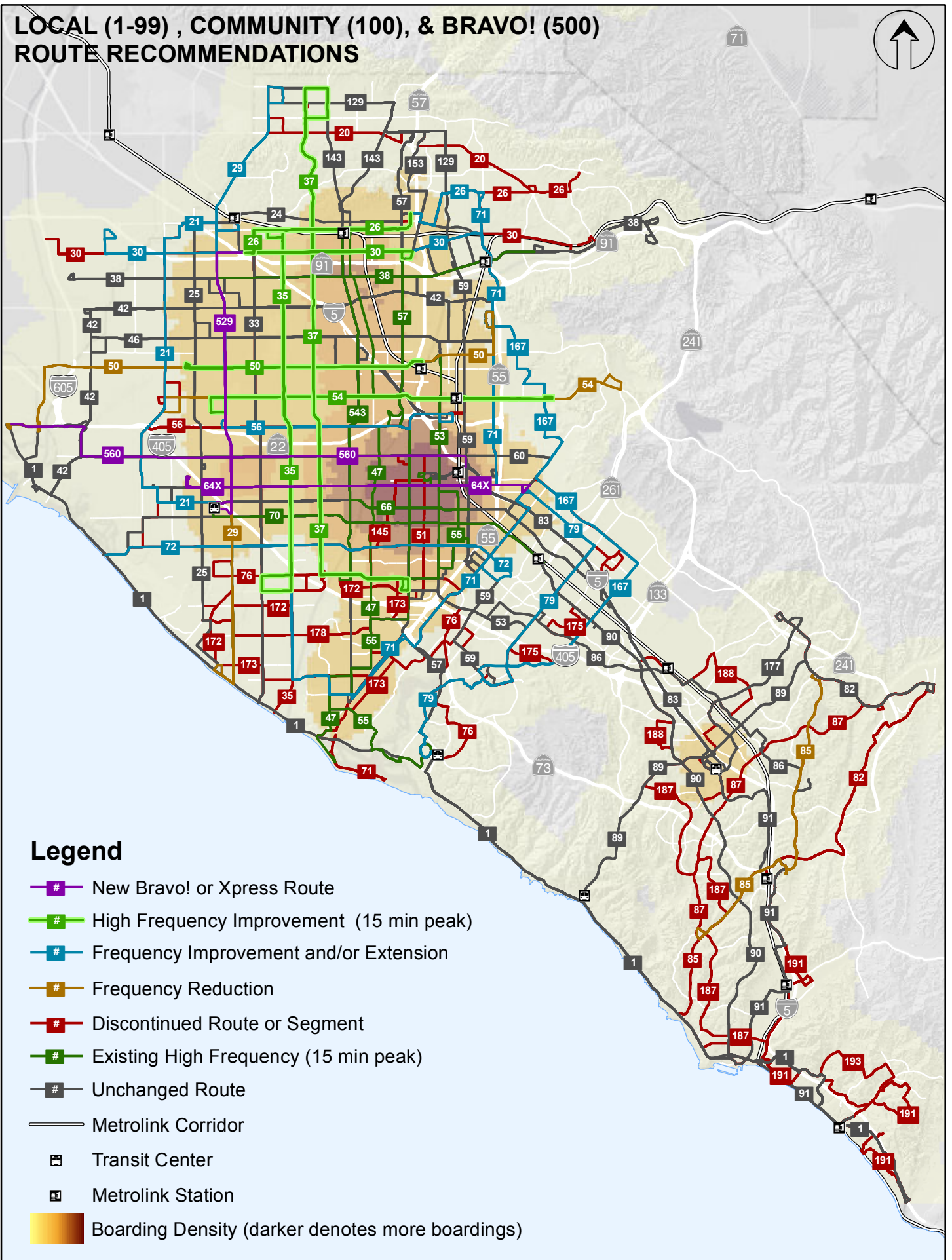


ORANGE COUNTY TRANSPORTATION AUTHORITY

OC Bus 360 - 2016 Draft Bus Service Plan

Attachment B

LOCAL (1-99) , COMMUNITY (100), & BRAVO! (500) ROUTE RECOMMENDATIONS



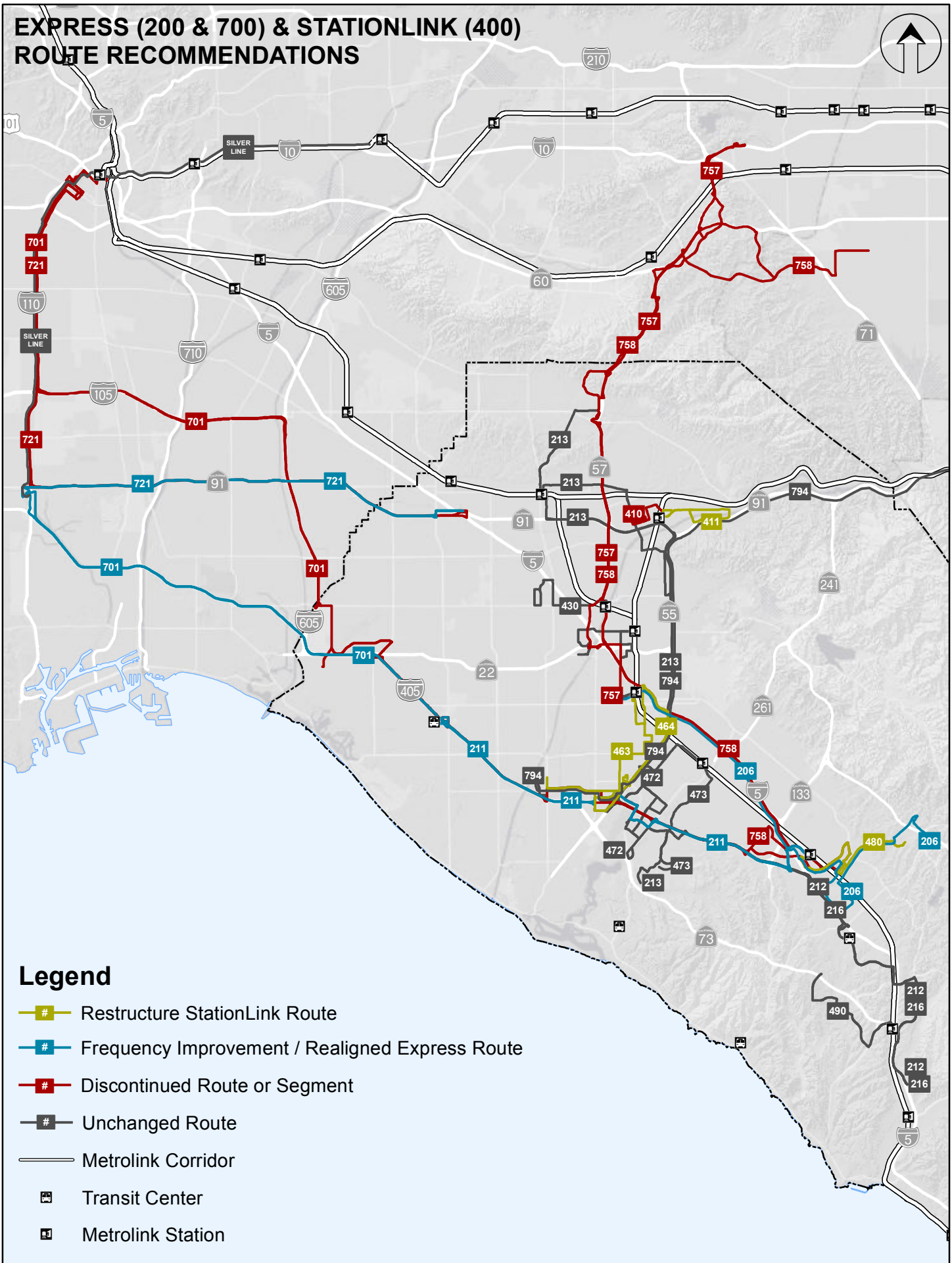


ORANGE COUNTY TRANSPORTATION AUTHORITY

OC Bus 360 - 2016 Draft Bus Service Plan

Attachment C

EXPRESS (200 & 700) & STATIONLINK (400) ROUTE RECOMMENDATIONS



Legend

- #— Restructure StationLink Route
- #— Frequency Improvement / Realigned Express Route
- #— Discontinued Route or Segment
- #— Unchanged Route
- Metrolink Corridor
- Transit Center
- Metrolink Station



ORANGE COUNTY TRANSPORTATION AUTHORITY

OC Bus 360 - 2016 Draft Bus Service Plan

Attachment D

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

FEBRUARY 2016					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
64	WD	1	-	TO BE DETERMINED (TBD)	<u>Huntington Beach to Tustin: via Bolsa Avenue / 1st Street</u> Implement 64X service on Bolsa/1 st based on results from 57X pilot project.
410	WD	160	(884)	(5,727)	<u>Anaheim Canyon Metrolink Station to Anaheim: via Tustin Avenue/ La Palma Avenue</u> Eliminate route because of low ridership. Existing riders can use Route 38 or Anaheim Resort Transit Route 17.
411	WD	161	-	-	<u>Anaheim Canyon Metrolink Station to Canyon Corporate Center: via Coronado Street / La Palma Avenue</u> Restructure route to better serve City of Anaheim Go Local plan
FEBRUARY 2016 TOTAL			(884)	(5,727)	

Note: Proposed February 2016 Service Change Recommendation do not require a public hearing.

*SPI: Service Performance Index- Lower number is better score
Day: WD- Weekday, SA- Saturday, SU- Sunday
Major Service Change: Requires Public Hearing & Title VI analysis*

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

JUNE 2016					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
021	WD	143	3,320	39,401	<u>Buena Park to Huntington Beach: via Valley View Street / Bolsa Chica Road</u> Cut south end of route back to Goldenwest Transportation Center (GWTC) via Bolsa Avenue, Graham, and McFadden. Increase peak and midday frequency from 60 minutes to 45 minutes.
030	WD	23	11,982	229,950	<u>Cerritos to Anaheim: via Orangethorpe Avenue</u> Cut west end of route back to Cerritos Towne Shopping Center and east end of route back to Anaheim Canyon Metrolink Station. Create short-line between Fullerton Park & Ride and State College. Improve peak service to 15 minutes on short and 30 minutes on long.
035	WD	47	20,472	377,621	<u>Fullerton to Huntington Beach: via Brookhurst Street</u> Long-line of route from Brookhurst @ Commonwealth to Costa Mesa via Brookhurst, Victoria, Placentia, and West 19th Street. Short-line from Brookhurst @ Commonwealth to Talbert Medical Center. Improve peak headway from 30 minutes to 15 minutes on short-line. Off-peak service improved to 30 minutes from 40 minutes.
050	WD	40	9,224	241,483	<u>Long Beach to Orange: via Katella Avenue</u> Short-line between Knott and Anaheim Regional Transportation Intermodal Center. Increase peak service on short-line to 15 minutes based on customer requests.
051	WD	105	(8,857)	(190,779)	<u>Santa Ana to Costa Mesa: via Flower Street</u> Eliminate route because it is duplicative of parallel routes.
054	WD	27	16,429	303,904	<u>Garden Grove to Orange: via Chapman Avenue</u> Remove deviations to Orange Transportation Center and Outlets at Orange. Short-line from Beach Boulevard to Hewes. Peak service 15 minutes instead of 20 minutes on short-line; off-peak 15 minutes instead of 30 minutes.

SPI: Service Performance Index- Lower number is better score

Day: WD- Weekday, SA- Saturday, SU- Sunday

Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

JUNE 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
060	WD	12	(25,837)	(988,119)	<u>Long Beach to Tustin: via Westminster Avenue / 17th Street</u> Reduce local service to 20 minutes with Bravo! 560 Implementation
076	WD	133	(14,294)	(207,382)	<u>Huntington Beach to Newport Beach: via Talbert Avenue / MacArthur Boulevard</u> Eliminate route because of low ridership.
560	WD	NA	33,660	1,229,528	<u>(NEW Bravo!) Long Beach to Santa Ana: via Westminster Avenue / 17th Street</u> Long-line Long Beach VA Hospital to Santa Ana Depot via Westminster/ 17th. Short-line between Goldenwest and Santa Ana Depot. Long-line frequency of 24 minutes peak and 30 minutes off-peak. Short-line frequency of 12 minutes peak and 15 minutes off-peak.
145	WD	126	(7,616)	(126,480)	<u>Santa Ana to Costa Mesa: via Raitt Street / Greenville Street / Fairview Street</u> Eliminate route because it is duplicative of parallel routes.
172	WD	146	(6,972)	(59,870)	<u>Huntington Beach to Costa Mesa: via Main Street / Garfield Avenue / Ellis Avenue / MacArthur Boulevard / Sunflower Street</u> Eliminate route because of low ridership.
173	WD	145	(10,634)	(100,473)	<u>Huntington Beach to Costa Mesa 173: via Atlantic Avenue / Hamilton Avenue / Victoria Street / Orange Avenue / Fair Drive / Bear Street</u> Eliminate route because of low ridership.
175	WD	132	(8,228)	(92,677)	<u>Irvine: via Yale Avenue / Campus Drive</u> Eliminate route because of low ridership.

SPI: Service Performance Index- Lower number is better score

Day: WD- Weekday, SA- Saturday, SU- Sunday

Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

JUNE 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
178	WD	115	(11,210)	(166,039)	<u>Huntington Beach to Irvine: via Adams Avenue / Birch Street / Campus Drive</u> Eliminate route because of low ridership.
206	WD	97	1,020	30,600	<u>(Express) Santa Ana to Lake Forest Express: via Interstate 5 (I-5)</u> Add trips to serve Oakley shifts based on a revenue agreement for additional service.
463	WD	139	TBD	TBD	<u>(StationLink) The Depot At Santa Ana to Hutton Centre: via Grand Avenue</u> Restructure services between Santa Ana Depot and South Coast Metro to provide a better connection.
464	WD	157	TBD	TBD	<u>(StationLink) The Depot At Santa Ana to Costa Mesa: via I-5 / State Route 55 / Sunflower Avenue</u> Combine resources and restructure with Route 463.
480	WD	135	TBD	TBD	<u>(StationLink) Irvine Metrolink Station to Lake Forest: via Alton Parkway / Bake Parkway / Lake Forest Drive</u> Realign route to better serve destinations in Lake Forest and Foothill Ranch.
051	SA	158	(1,582)	(12,813)	<u>Santa Ana to Costa Mesa: via Flower Street</u> Eliminate route because of low ridership.
145	SA	151	(1,141)	(11,988)	<u>Santa Ana to Costa Mesa: via Raitt Street / Greenville Street / Fairview Street</u> Eliminate route because of low ridership.

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Day: WD- Weekday, SA- Saturday, SU- Sunday

Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

JUNE 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
178	SA	159	(796)	(5,856)	<u>Huntington Beach to Irvine: via Adams Avenue / Birch Street / Campus Drive</u> Eliminate route because of low ridership.
145	SU	149	(1,031)	(10,457)	<u>Santa Ana to Costa Mesa: via Raitt Street / Greenville Street / Fairview Street</u> Eliminate route because of low ridership.
JUNE 2016 TOTAL			(2,091)	479,554	

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Day: WD- Weekday, SA- Saturday, SU- Sunday

Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

OCTOBER 2016					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
020	WD	134	(3,641)	(49,633)	<u>La Habra to Yorba Linda: via Imperial Hwy</u> Eliminate route because of low ridership.
026	WD	24	4,230	194,908	<u>Fullerton to Yorba Linda: via Commonwealth Avenue / Yorba Linda Avenue</u> Increase frequency to 15 minutes during peak between Fullerton Park & Ride and Cal State Fullerton. Cut east end of route back to Yorba Linda @ Rose. Increase frequency for peak hour trips east of State College to 30 minutes.
029	WD	22	(5,804)	(54,871)	<u>La Habra to Huntington Beach: via Beach Boulevard</u> Reduce local service to 20 minutes with Bravo! 529 Implementation.
037	WD	14	21,799	353,686	<u>La Habra to Fountain Valley: via Euclid Street</u> Reroute south end to South Coast Plaza via MacArthur, and Flower. New North Loop Terminus (Whittier, Euclid, Harbor, and Lambert) with alternating trips clockwise/counterclockwise around terminus loop. Peak headway 15 minutes instead of 30 minutes; off-peak headway 30 minutes instead of 40 minutes.
056	WD	65	2,905	50,665	<u>Garden Grove to Orange: via Garden Grove Boulevard</u> New western terminus at Beach and new eastern terminus at Parker. Improve peak frequency to 30 minutes from 40 minutes.
071	WD	34	8,944	134,415	<u>Yorba Linda to Balboa: via Tustin Avenue / Red Hill Avenue / Newport Boulevard</u> Eliminate route south of Triangle Square and improve frequency from 45 minutes to 30 minutes during peak and midday.

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Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

OCTOBER 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
072	WD	58	9,071	179,421	<u>Sunset Beach to Tustin: via Warner Avenue</u> Extend route to Tustin Ranch Road. Peak service 30 minutes instead of 45 minutes; off-peak 30 minutes instead of 60 minutes.
079	WD	71	3,621	97,416	<u>Tustin to Newport Beach: via Irvine Boulevard / Culver Drive / University Avenue</u> Improve frequency to 30 minutes all-day and remove Northwood deviation. Route on Bryan instead of Irvine Boulevard. Irvine Boulevard will be covered by recommended routing change to Route 167.
082	WD	81	(5,595)	(83,626)	<u>Foothill Ranch to Laguna Niguel: via Portola Parkway / Santa Margarita Parkway / Antonio Parkway / Crown Valley Parkway</u> Cut route back south of Santa Margarita at Antonio because of low ridership.
085	WD	129	(9,639)	(88,992)	<u>Mission Viejo to Dana Point: via Marquerite Parkway / Crown Valley Parkway</u> Cut route back south of Alicia Parkway at Crown Valley Parkway and reduce to 60 minutes frequency because of low ridership.
087	WD	94	(6,656)	(120,540)	<u>Rancho Santa Margarita to Laguna Niguel: via Alicia Parkway</u> Eliminate route because of low ridership.
529	WD	NA	22,185	618,843	<i>(NEW Bravo!)</i> <u>Fullerton to Huntington Beach: via Beach Boulevard</u> BRAVO! route from Fullerton Park and Ride to GWTC. 12 minutes peak, 18 minutes off-peak service.
167	WD	74	776	7,760	<u>Anaheim to Irvine: via Tustin Avenue / Hewes Street / Bryan Avenue</u> Restructure route to cover sections of Irvine Boulevard, Jeffrey Road no longer served by Routes 79 and 175. Serves new portion of North Irvine based on customer requests. Eliminate trips to Tustin and Miraloma, since it duplicates Route 24.

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Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

October 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
187	WD	141	(5,793)	(57,088)	<u>Laguna Hills to Dana Point: via El Toro Road / Aliso Creek Road / Niquel Road</u> Eliminate route because of low ridership.
188	WD	148	(6,523)	(62,837)	<u>Laguna Hills to Irvine: via Moulton Parkway / Irvine Center Drive / Alton Parkway / Ridge Route</u> Eliminate route because of low ridership.
191	WD	140	(16,497)	(143,546)	<u>Mission Viejo to San Clemente: via Rancho Viejo Road / Camino Capistrano / El Camino Road</u> Eliminate route because of low ridership.
193	WD	152	(3,402)	(24,050)	<u>San Clemente: via Camino de Los Mares / Camino Vera Cruz / Avenida Pico</u> Eliminate route because of low ridership.
211	WD	118	3,124	84,348	<u>(Express) Seal Beach to Irvine: via Interstate 405 (I-405)</u> Streamline routing from Irvine Station to GWTC via I-405 with stops Irvine Spectrum, Irvine Business Complex, and South Coast Plaza. 30 minutes peak hour only service in both directions
701	WD	111	3,543	99,003	<u>(Express) Huntington Beach to Los Angeles: via I-405 / Interstate 60 / 105 / 110 (I-110)</u> Realign route to Harbor Gateway Transit Center connecting to Metro Silver Line, bi-direction 30-minutes peak service.
721	WD	106	442	98,235	<u>(Express) Fullerton to Los Angeles: via I-110/ State Route 91</u> Realign route to Harbor Gateway Transit Center connecting to Metro Silver Line, bi-direction 30-minutes peak service.
757	WD	127	(1,743)	(12,425)	<u>(Express) Pomona to Santa Ana Express: via State Route 57 (SR-57)</u> Eliminate route because of low ridership and because it partially duplicates Foothill Route 286. Encourage riders to move to vanpool program.

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Day: WD- Weekday, SA- Saturday, SU- Sunday

Major Service Change: Requires Public Hearing & Title VI analysis

DRAFT 2016 SERVICE CHANGE RECOMMENDATIONS

October 2016 (continued)					
Route	Day	SPI Rank	Annual Revenue Hour Change	Three Year Projected Ridership Change	Recommendation
758	WD	137	(1,837)	(10,294)	<u>(Express) Chino to Irvine Spectrum: via SR-57 / I-5</u> Eliminate route because of low ridership.
082	SA	120	(720)	(9,250)	<u>Foothill Ranch to Laguna Niguel: via Portola Parkway / Santa Margarita Parkway / Antonio Parkway / Crown Valley Parkway</u> Eliminate SA Service because of low ridership.
085	SA	142	(1,359)	(12,533)	<u>Mission Viejo to Dana Point: via Marguerite Parkway / Crown Valley Parkway</u> Eliminate SA Service because of low ridership.
087	SA	138	(1,127)	(14,717)	<u>Rancho Santa Margarita to Laguna Niguel: via Alicia Parkway</u> Eliminate route because of low ridership.
167	SA	131	(1,023)	(12,535)	<u>Anaheim to Irvine: via Tustin Avenue / Hewes Street / Bryan Avenue</u> Eliminate SA Service because of low ridership.
191	SA	147	(2,510)	(15,887)	<u>Mission Viejo to San Clemente: via Rancho Viejo Road / Camino Capistrano / El Camino Road</u> Eliminate route because of low ridership.
167	SU	136	(1,141)	(12,875)	<u>Anaheim to Irvine: via Tustin Avenue / Hewes Street / Bryan Avenue</u> Eliminate SU Service because of low ridership.
191	SU	155	(2,670)	(13,554)	<u>Mission Viejo to San Clemente: via Rancho Viejo Road / Camino Capistrano / El Camino Road</u> Eliminate route because of low ridership.
OCTOBER 2016 TOTAL			2,960	1,119,448	

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Major Service Change: Requires Public Hearing & Title VI analysis