

# Newport Transportation Center Relocation Feasibility Study Update





# Background

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- **NTC Opened for Service in 1991**
  - Hub for OC Bus service in the City serving Fashion Island employment, medical, and recreational centers
  - Key connection point for four OC Bus routes serving coastal and central Orange County
  - Ridership generally ranked near the midpoint among Orange County's 11 transportation centers
- **OCTA initiated Study in October 2025**
  - Executed cooperative agreement with the City in December 2025
  - Jointly selected consultant contract executed on January 28, 2026
  - Study began on February 10, 2026

City – City of Newport Beach  
NTC – Newport Transportation Center  
OCTA – Orange County Transportation Authority  
Study – Newport Transportation Center Relocation Feasibility Study



# Study Progress

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- February 10, 2026: PDT Study Kickoff Meeting
- March 16, 2026: PDT Meeting No. 1
- April 9, 2026: Interim Update to Transit Committee
- April 20, 2026: PDT Meeting No. 2
- May 18, 2026: PDT Meeting No. 3
- June 11, 2026: Study Update to Transit Committee
- June 15, 2026: Next PDT Meeting No. 4



# Project Development Team Meetings Update

- April 20, 2026, Meeting
  - OCTA presented transit center operations overview
  - Consultant team presented:
    - Preliminary baseline conditions
    - Site evaluation criteria approach
    - Conceptual station layouts
- May 18, 2026, Meeting
  - Consultant team presented:
    - Service planning route analysis
    - Additional refined baseline conditions information
    - Preliminary evaluation criteria scoring



# Conceptual Station Layouts

## Transit Center Needs

- Capacity for 40- and 60-foot buses
- Bus bay capacity to service relocated routes and accommodate future growth
- Curb or bay available for OC ACCESS
- Operator restrooms
- Public parking
- Non-revenue OCTA operator parking
- Rider amenities (shade, benches, real-time information, water station, trash)
- OCTA bus operation design criteria for turning movements
- Space for future electric bus charging and infrastructure

Transit Center	Active Bays	Number of Routes	+/-Size (ft <sup>2</sup> )
Newport Transportation Center	7	4	105,000
Laguna Hills Transportation Center	6	4	120,000
Goldenwest Transportation Center	8	5	105,000
Fullerton Park-and-Ride	9	7	390,000
Fullerton Transportation Center	6	6	51,000



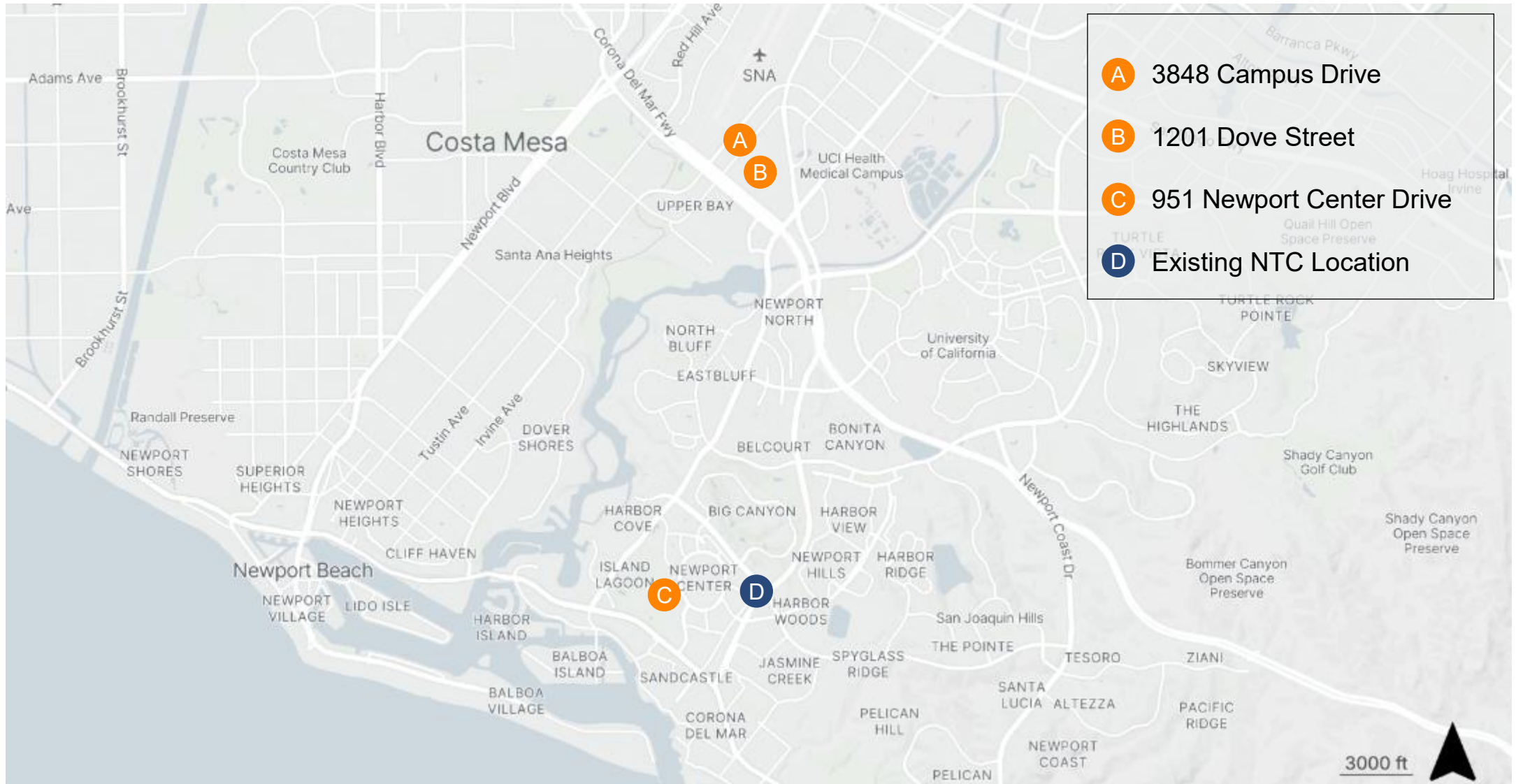
# Conceptual Station Layout Development

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- Conceptual station layouts were developed for the three proposed sites
- The goal of this technical phase is to:
  - Assess the capacity of each of the proposed sites as it relates to the transit center operational needs (bus bays, parking, operator restrooms, etc.)
  - Assess and document feasible vehicle circulation paths for 40- and 60-foot buses within the sites and along adjacent roadways
- The proposed layouts and vehicle circulation paths are conceptual for the purposes of evaluating feasibility and assigning scores. Further detailed designs will be required for any selected site

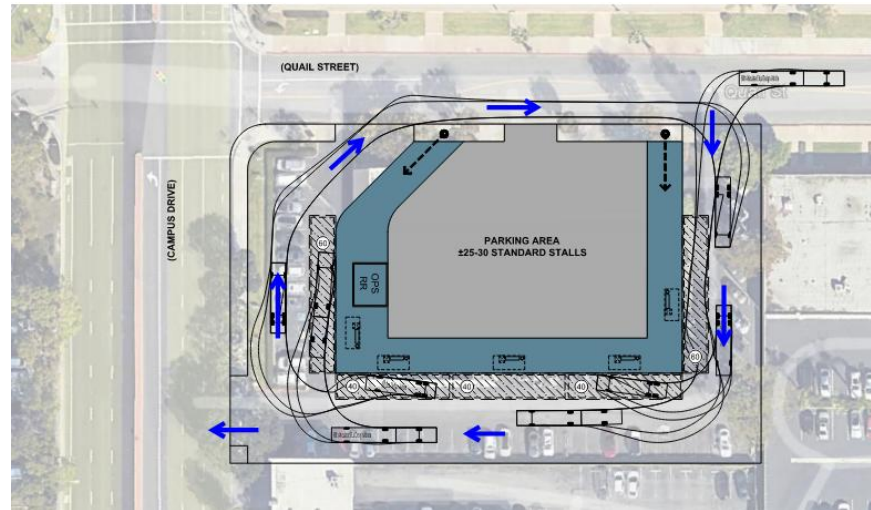
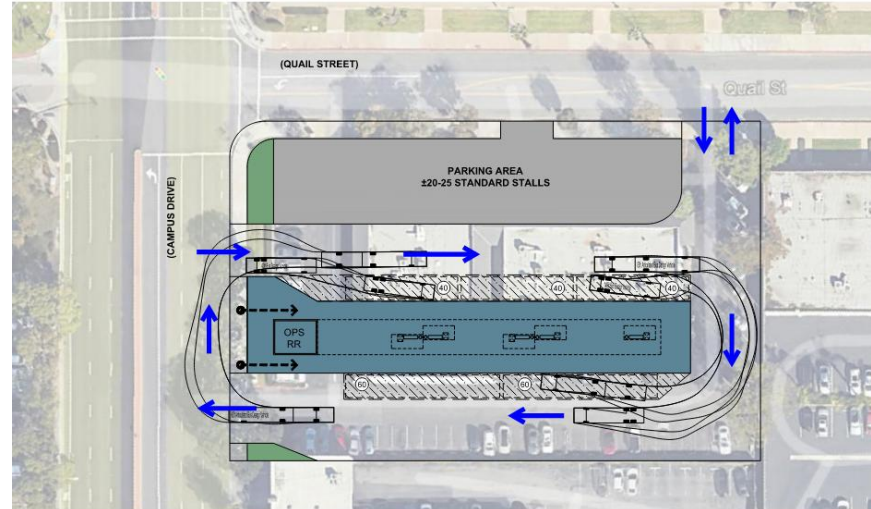
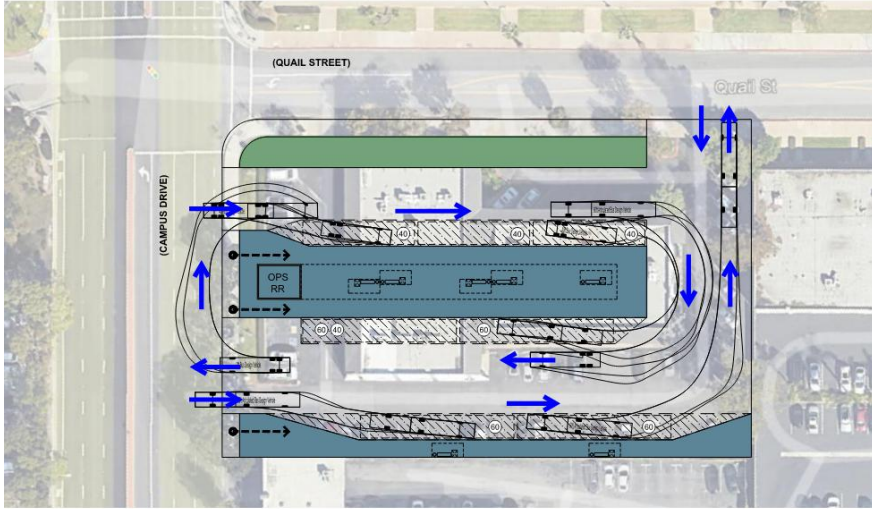


# City Proposed Relocation Sites



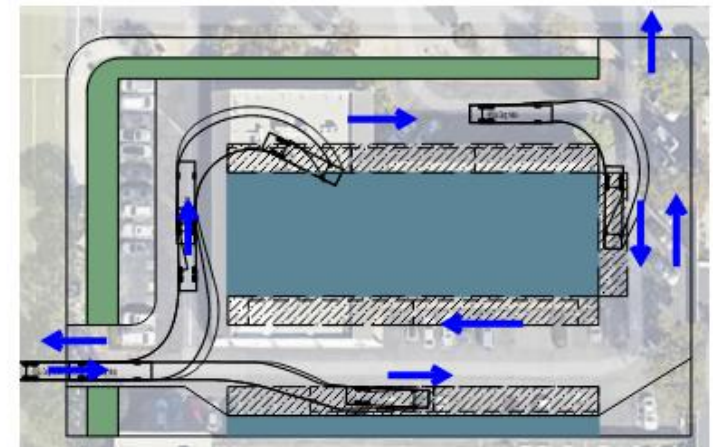
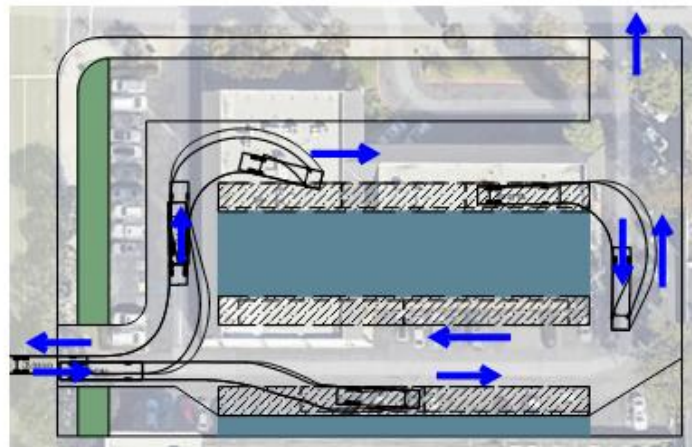
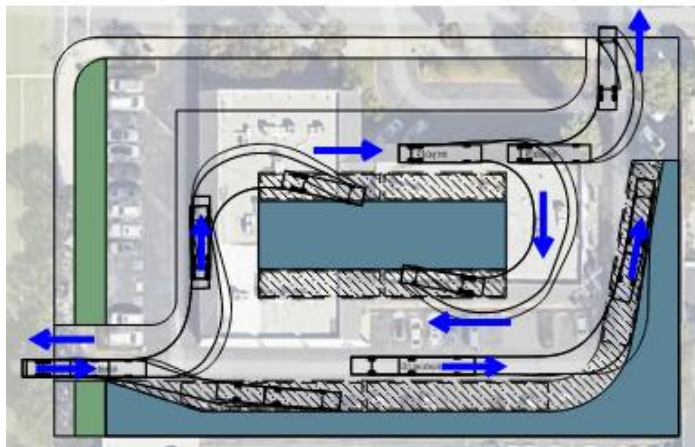
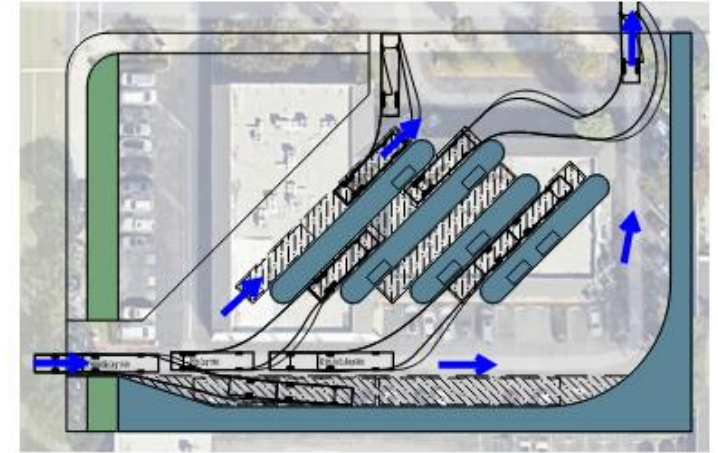
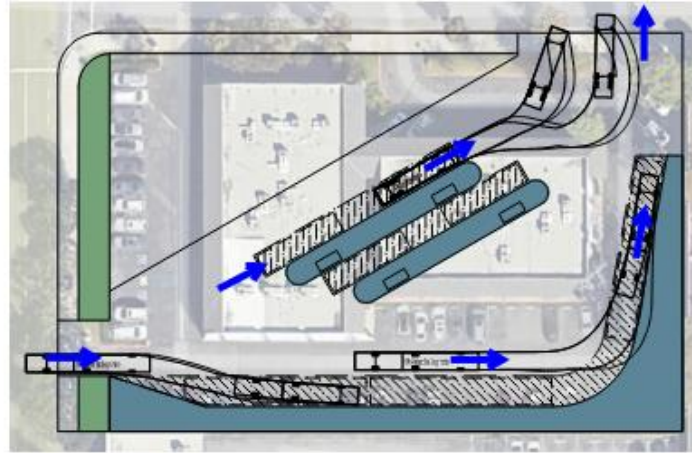
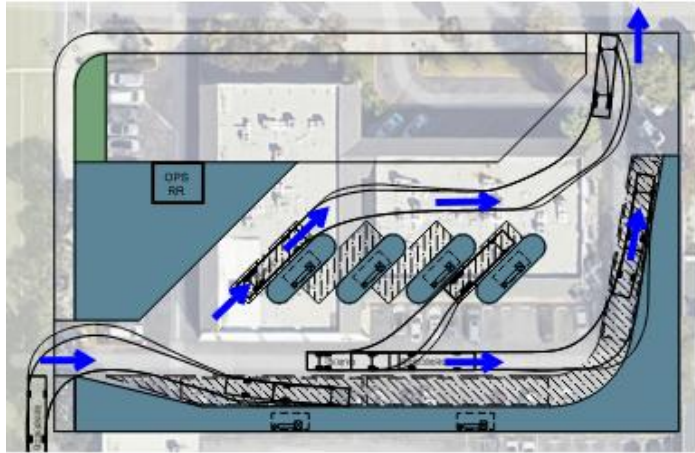


# Site A Conceptual Station Layouts Evaluated



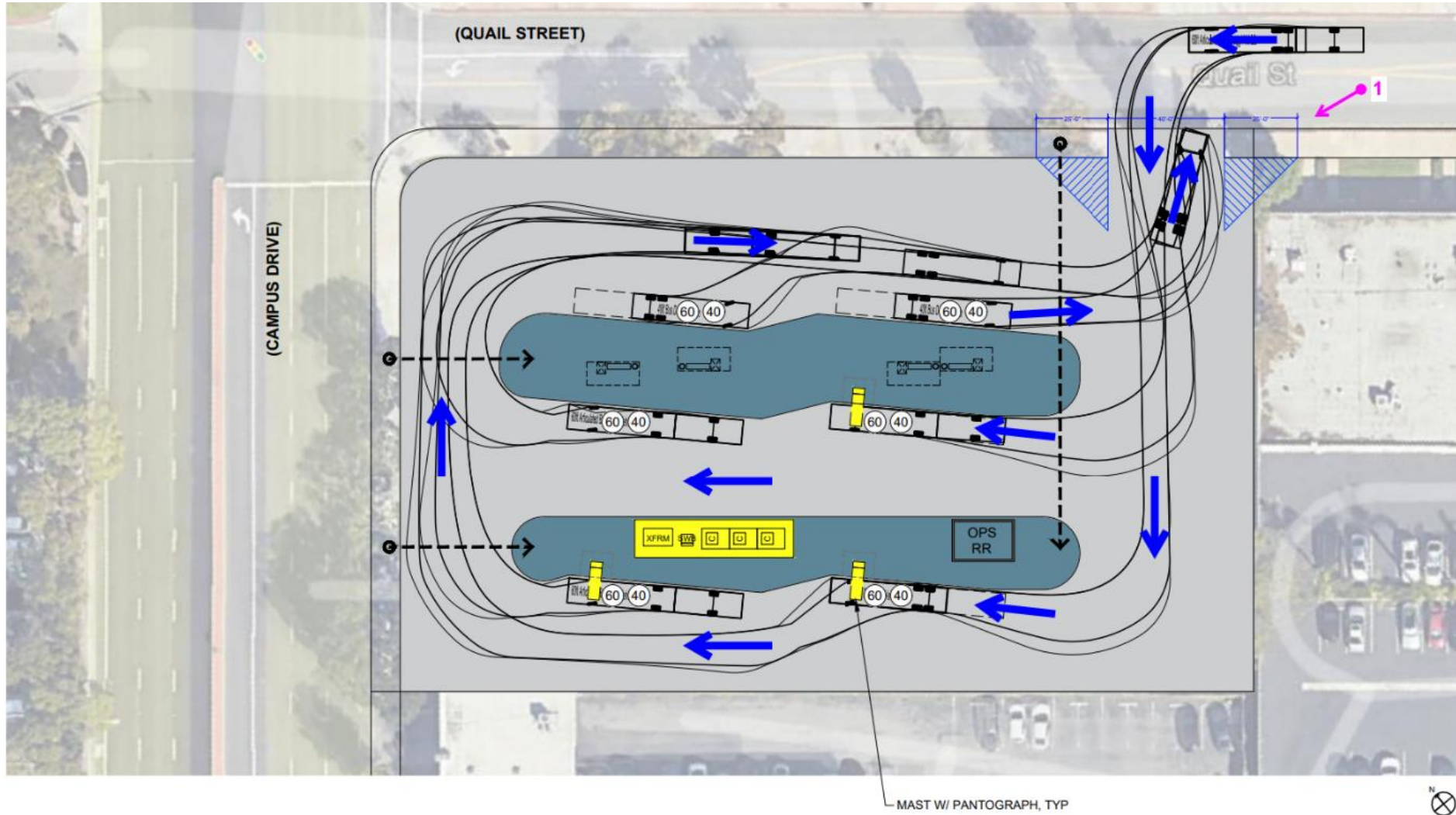


# Site A Station Layouts Considered but Not Feasible





# Site A Layout Advanced for Evaluation



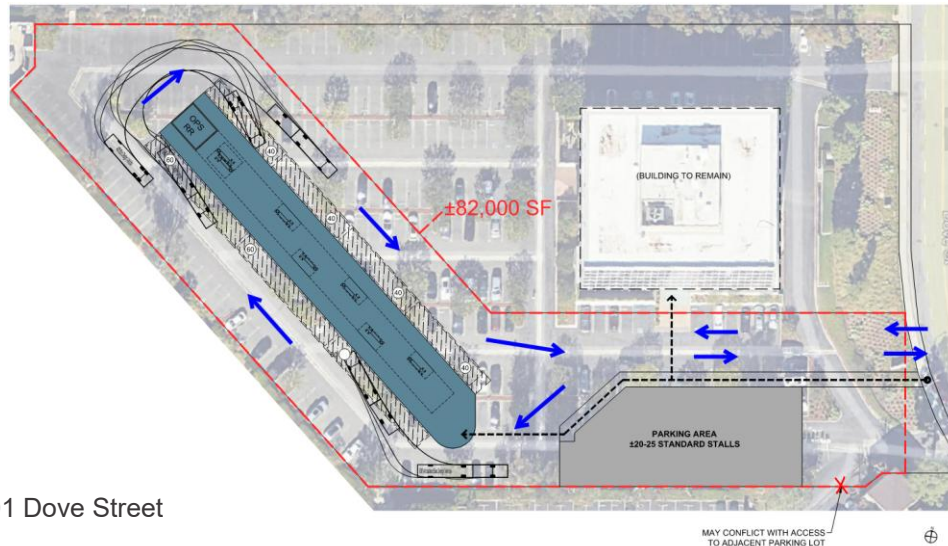
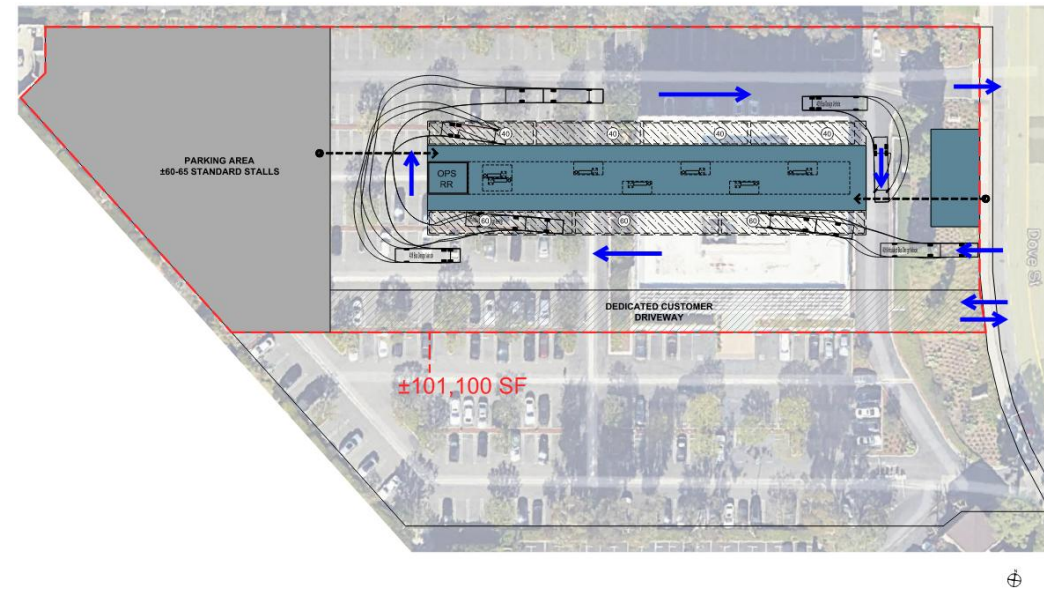
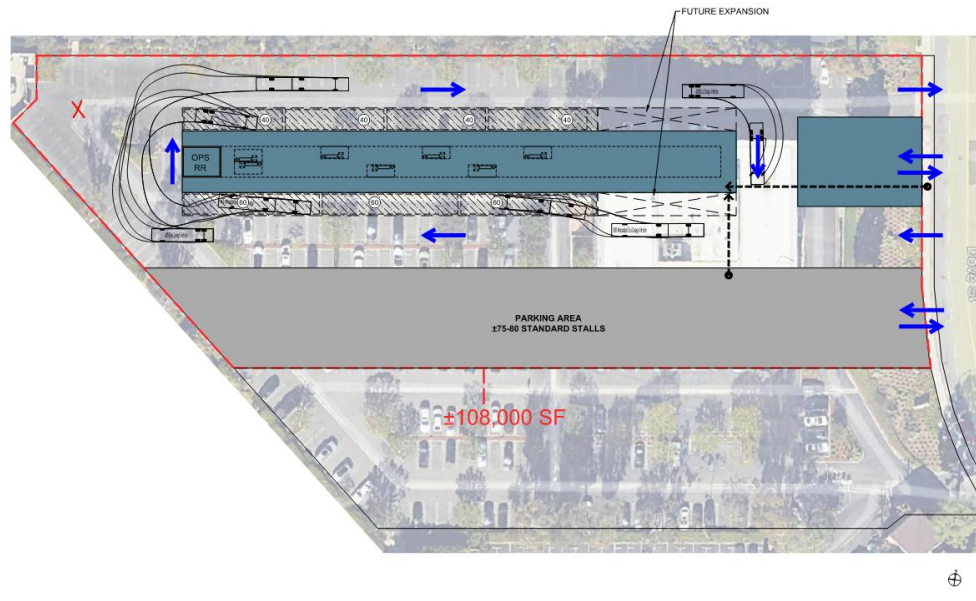
3848 Campus Drive

Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking



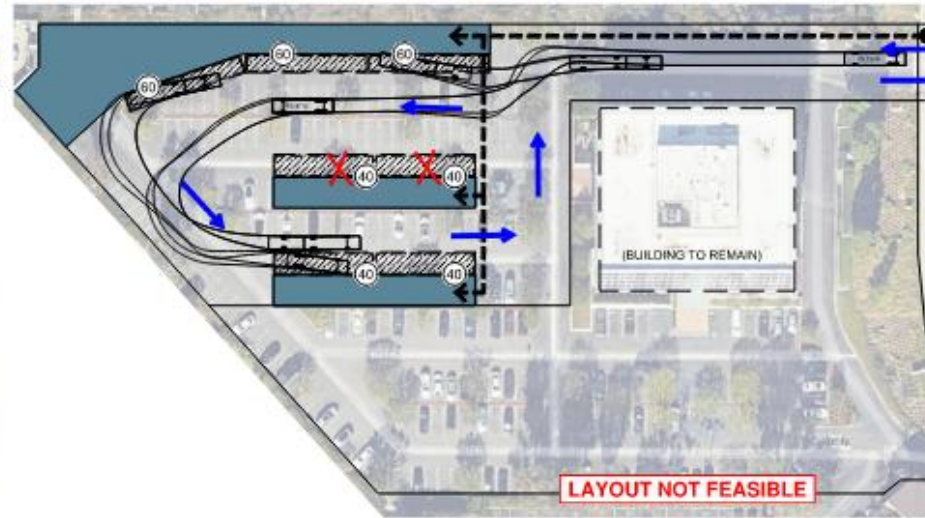
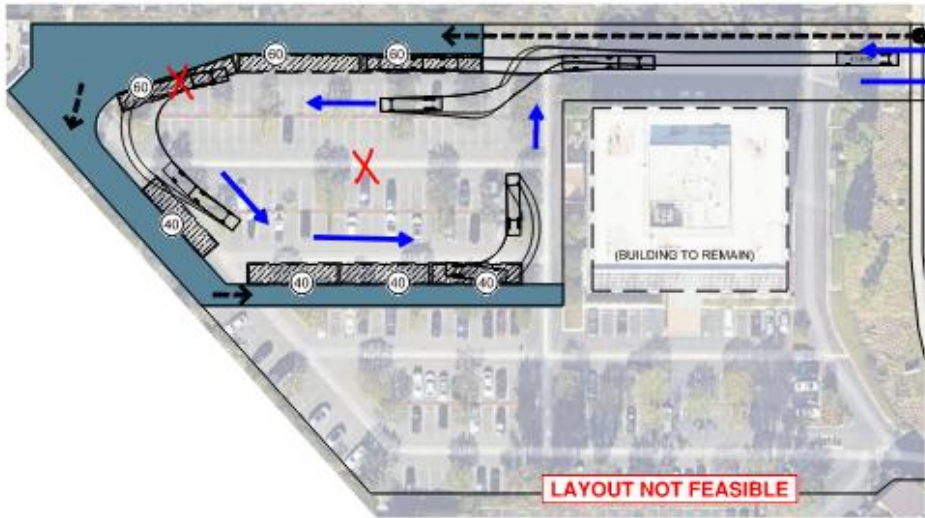
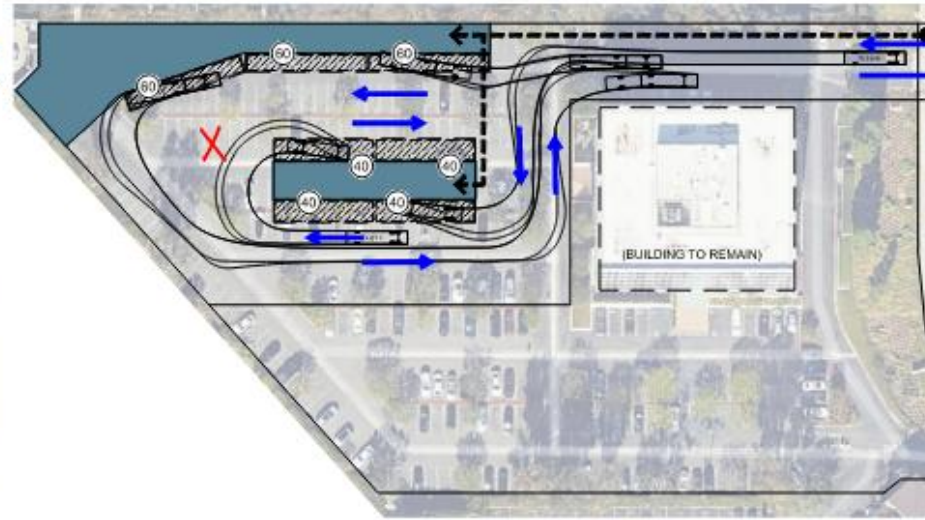
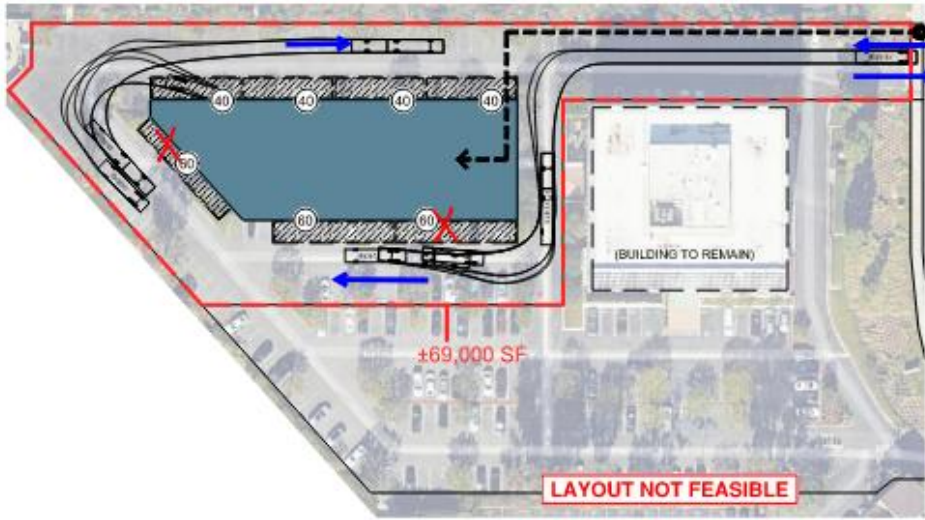
# Site B Conceptual Station Layouts Evaluated



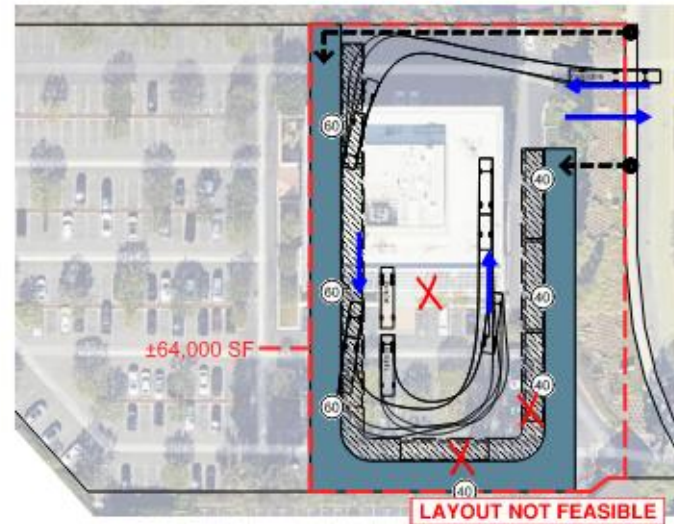
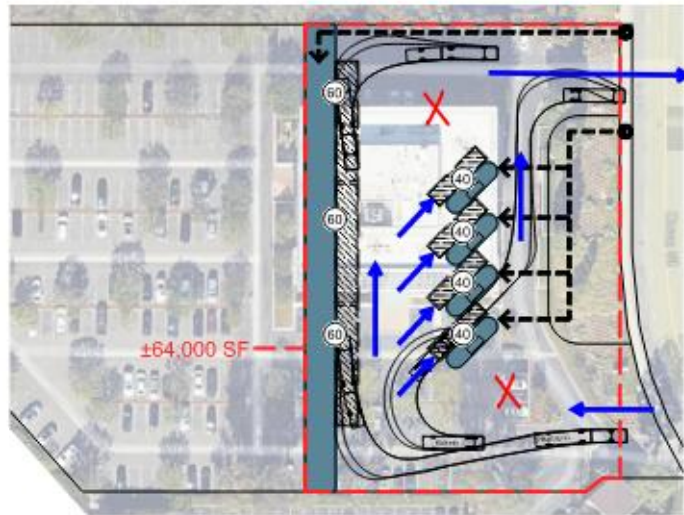
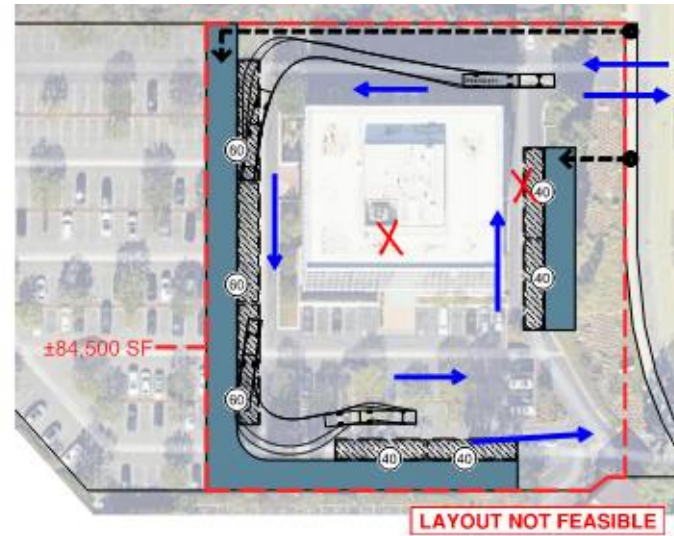
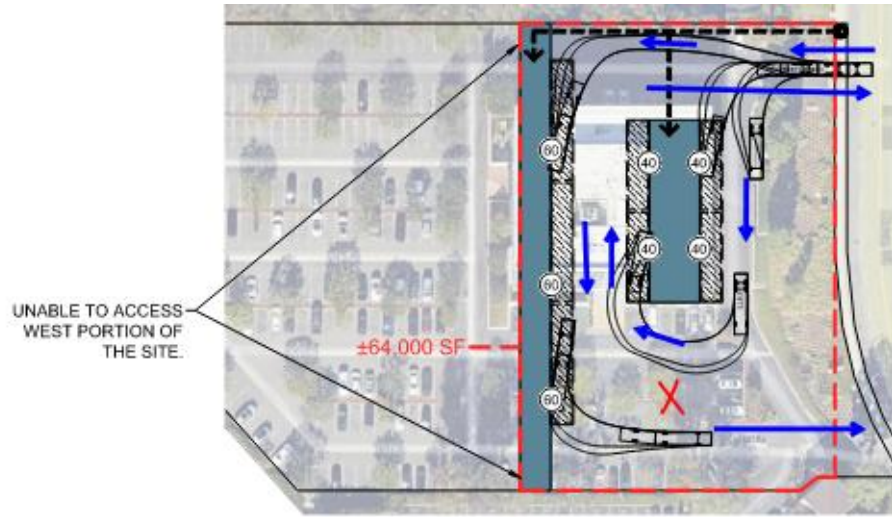
1201 Dove Street



# Site B Station Layouts Considered but Not Feasible

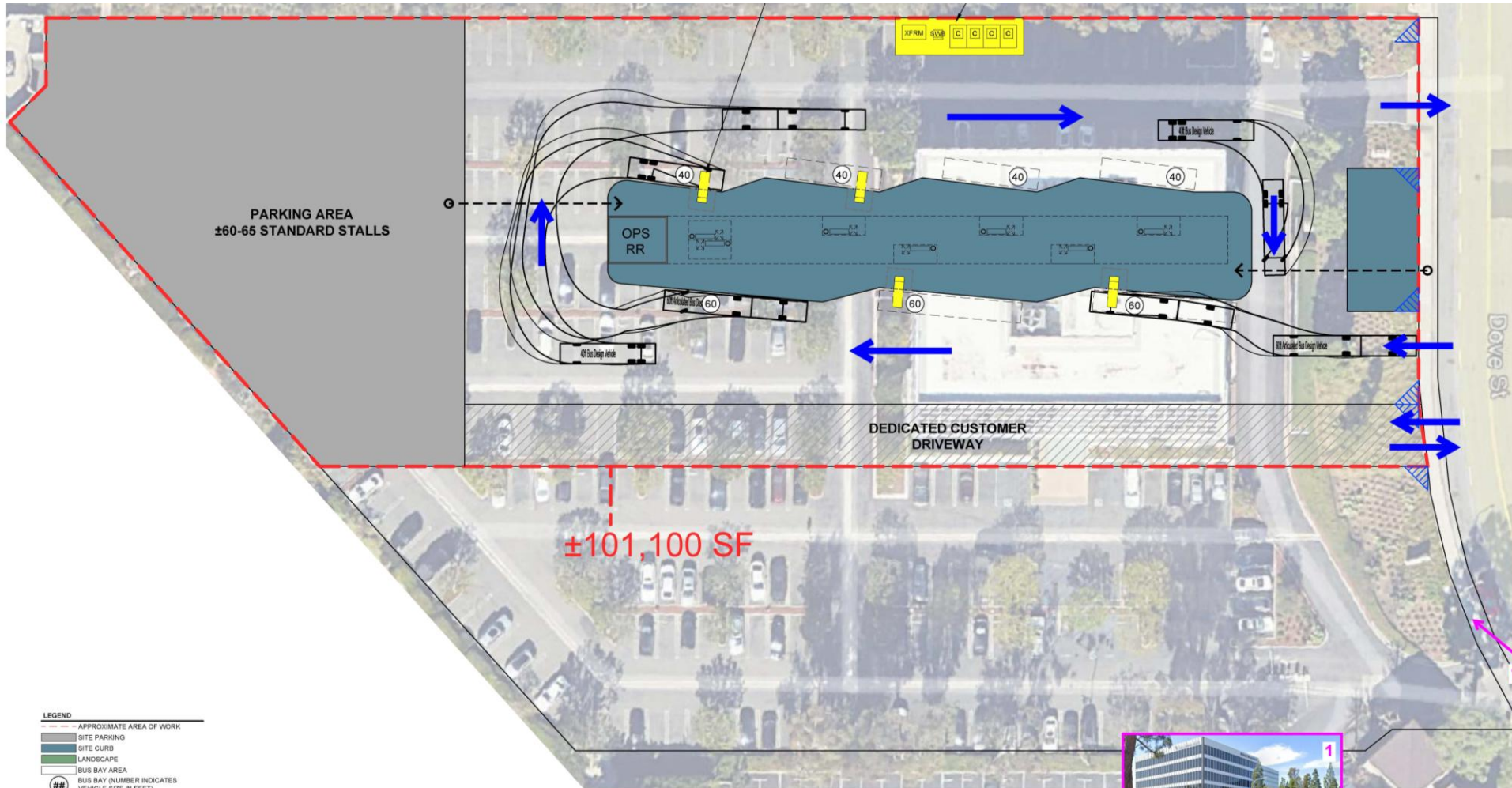


# Site B Station Layouts Considered but Not Feasible (Cont.)





# Site B Layout Advanced for Evaluation

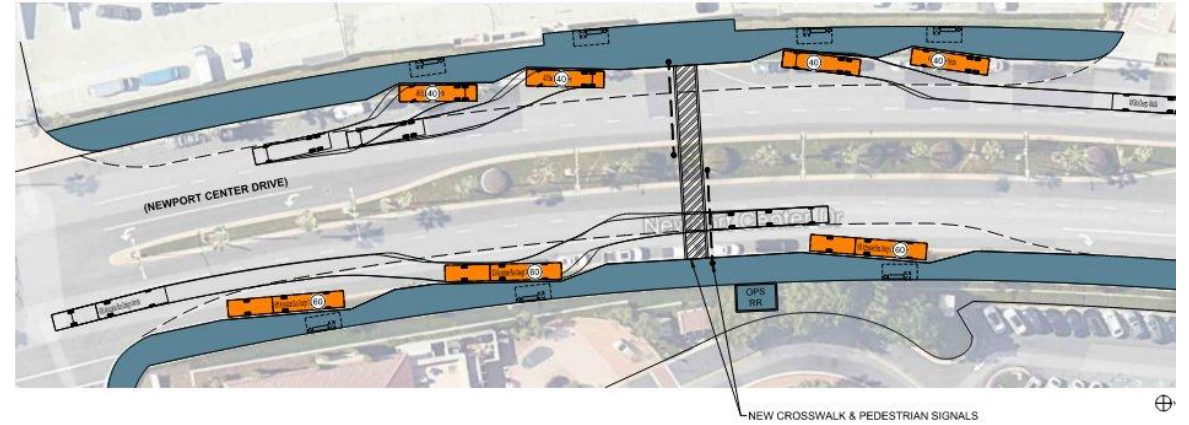
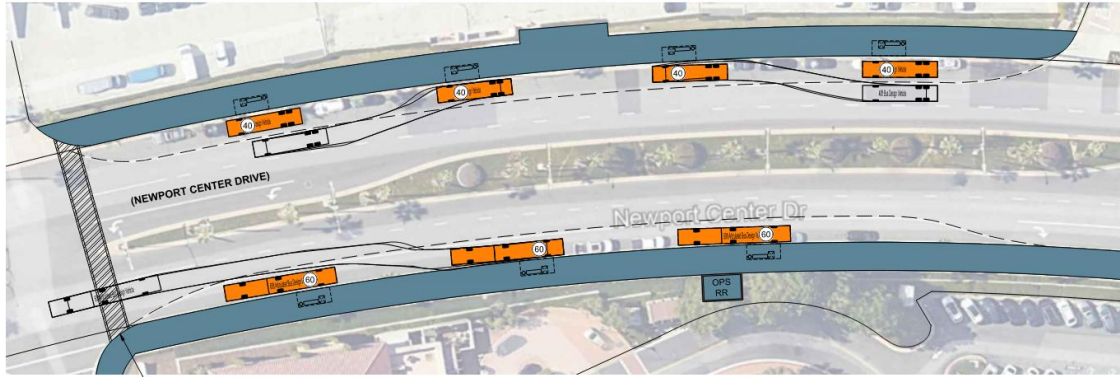


- LEGEND**
- APPROXIMATE AREA OF WORK
  - SITE PARKING
  - SITE CURB
  - LANDSCAPE
  - BUS BAY AREA
  - ## BUS BAY (NUMBER INDICATES VEHICLE SIZE IN FEET)
  - PEDESTRIAN PATH OF TRAVEL
- GENERAL NOTES**
1. ALL SQUARE FOOTAGE AND DIMENSIONS SHOWN ARE APPROXIMATE.
  2. ALL LAYOUTS AND VEHICLE CIRCULATION PATHS ARE CONCEPTUAL.



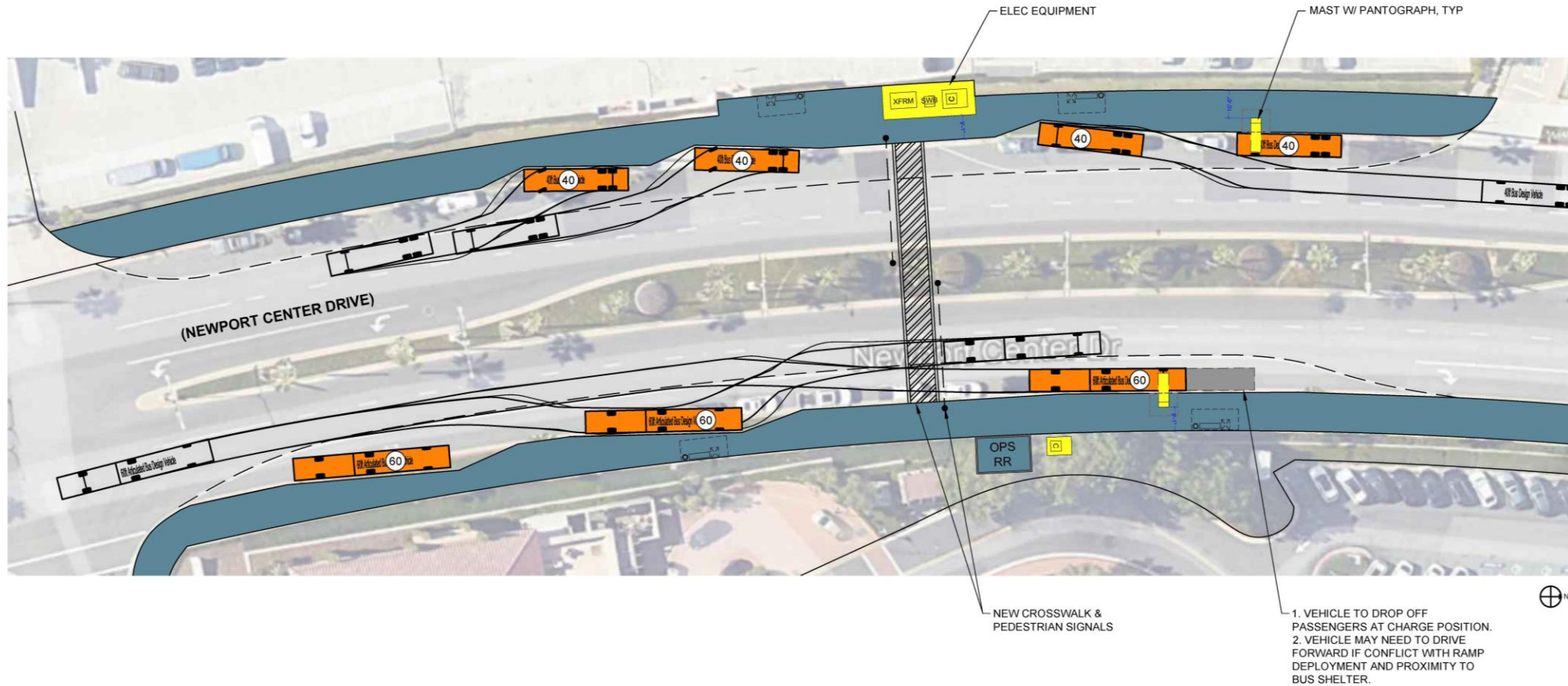


# Site C Conceptual Station Layouts Evaluated





# Site C Advanced for Evaluation



951 Newport Center Drive

Reduced scope:

- No OCTA non-revenue vehicle parking
- No public parking
- Parking and operator restroom use would necessitate agreement with adjacent property owner



# Baseline Conditions

- NTC Study Area: encompasses areas along routes serving NTC within the City, including the airport area and all prospective relocation sites
- Fashion Island Area: ridership activity immediately surrounding Fashion Island along Newport Center Drive
- NTC: ridership activity occurring at NTC





# Baseline Conditions

## Existing Ridership and Transfers

- Approximately 2,300 (2.3 percent) of OCTA’s weekday boardings are in the NTC study area
  - Approximately 1,800 boardings are from destinations within study area
  - Approximately 500 boardings are transfer-only riders passing through the study area
- Critical route connections are between Route 57 and Route 1 / Route 57 and 79
  - Route 57 riders transfer to Route 1 to travel to Laguna Beach and other coastal destinations
  - Route 57 riders transfer to Route 79 to travel to UC Irvine

	Route 1	Route 55	Route 57	Route 79	Route 178
Route 1	-	13	<b>61</b>	17	-
Route 55	30	-	18	20	-
Route 57	<b>109</b>	37	-	<b>76</b>	11
Route 79	29	17	<b>39</b>	-	-

*Weekday Route-to-Route Transfers*



# Baseline Conditions: Transfer Activity

## Newport Center Drive: 185 Transfers

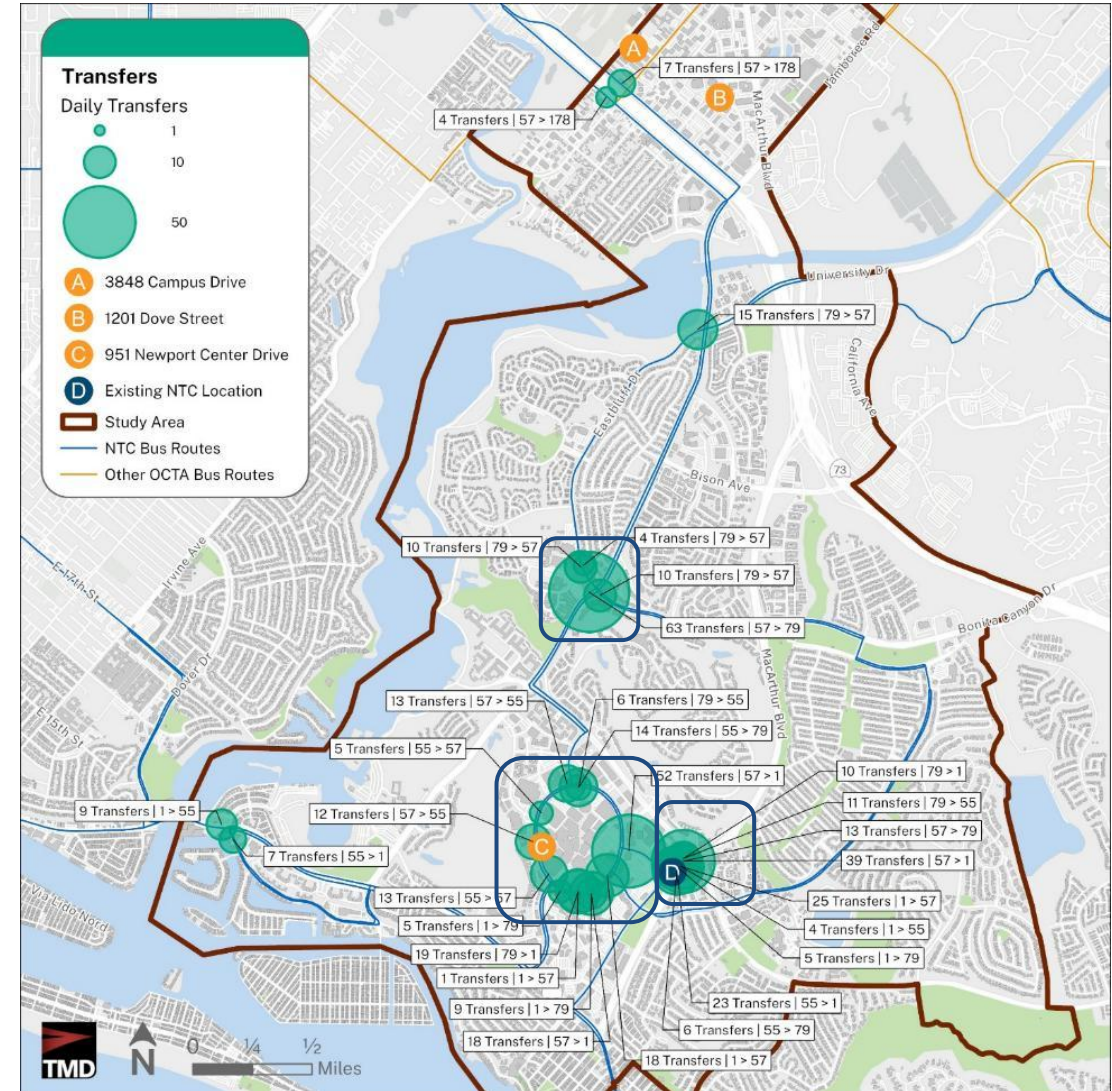
From / To	1	55	57	79
1	-	0	19	14
55	0	-	18	14
57	70	25	-	0
79	19	6	0	-

## NTC: 136 Transfers

From / To	1	55	57	79
1	-	4	25	5
55	23	-	0	6
57	39	0	-	13
79	10	11	0	-

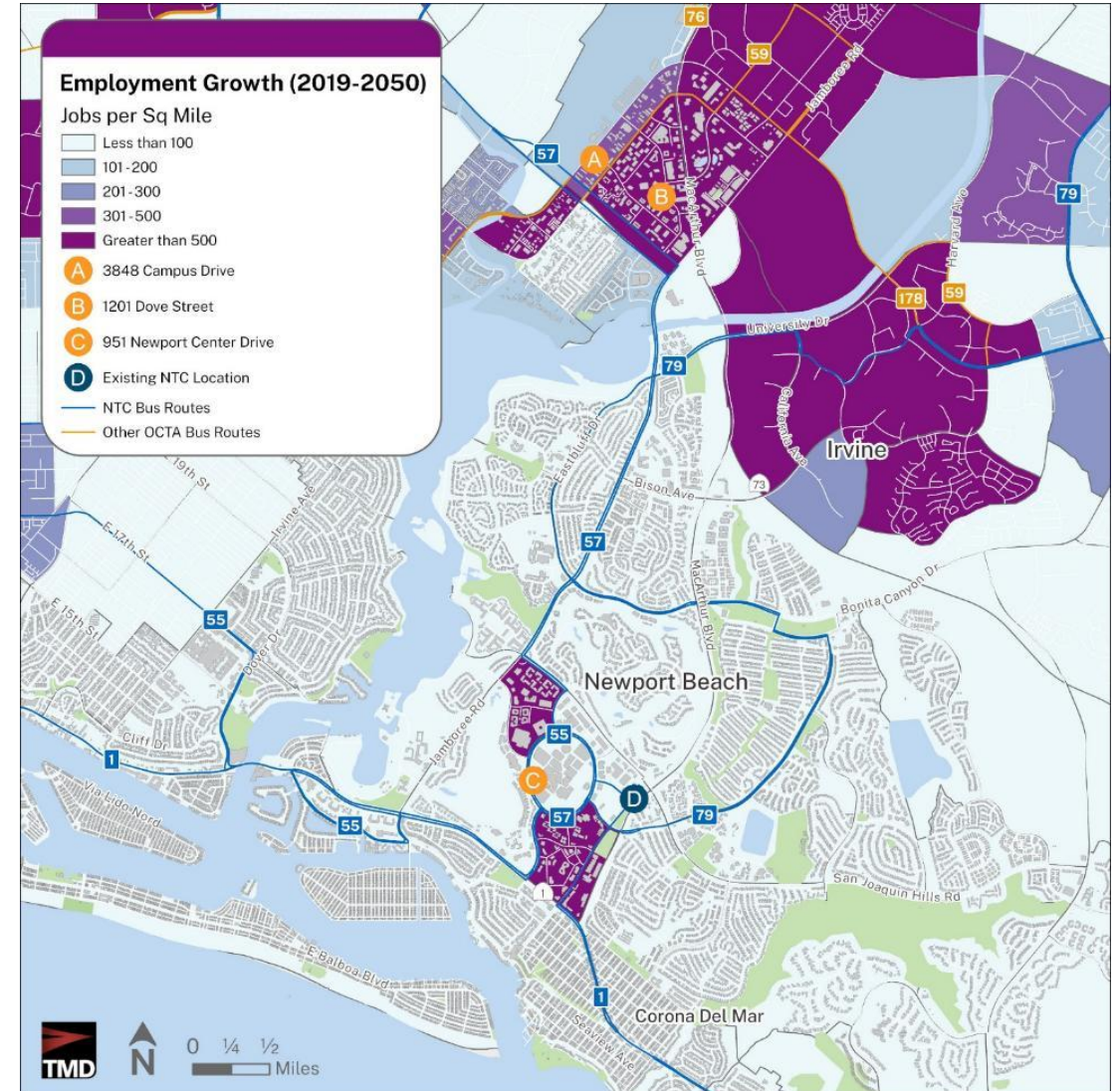
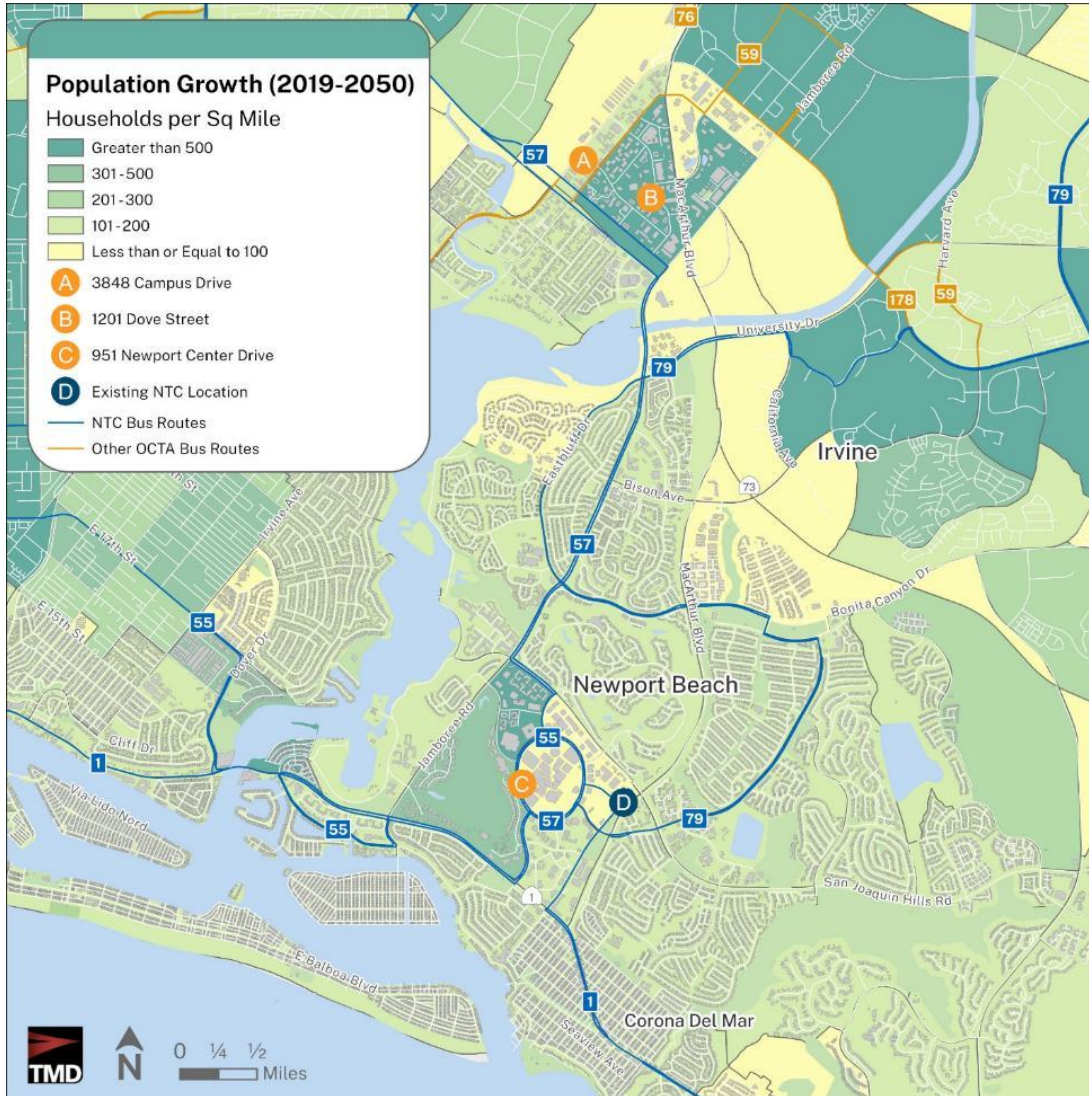
## Jamboree Road at Ford Road/Eastbluff Drive: 87

From / To	57	79
57	-	63
79	24	-





# Population and Employment Growth



Source: Southern California Association of Governments  
Sq - Square



# Ridership Growth

- Transit ridership is modeled using the OCTAM travel demand model which incorporates the projected change in household and employment density between 2019 and 2050
- Ridership figures are for the entire route and assume the current routing into the existing NTC

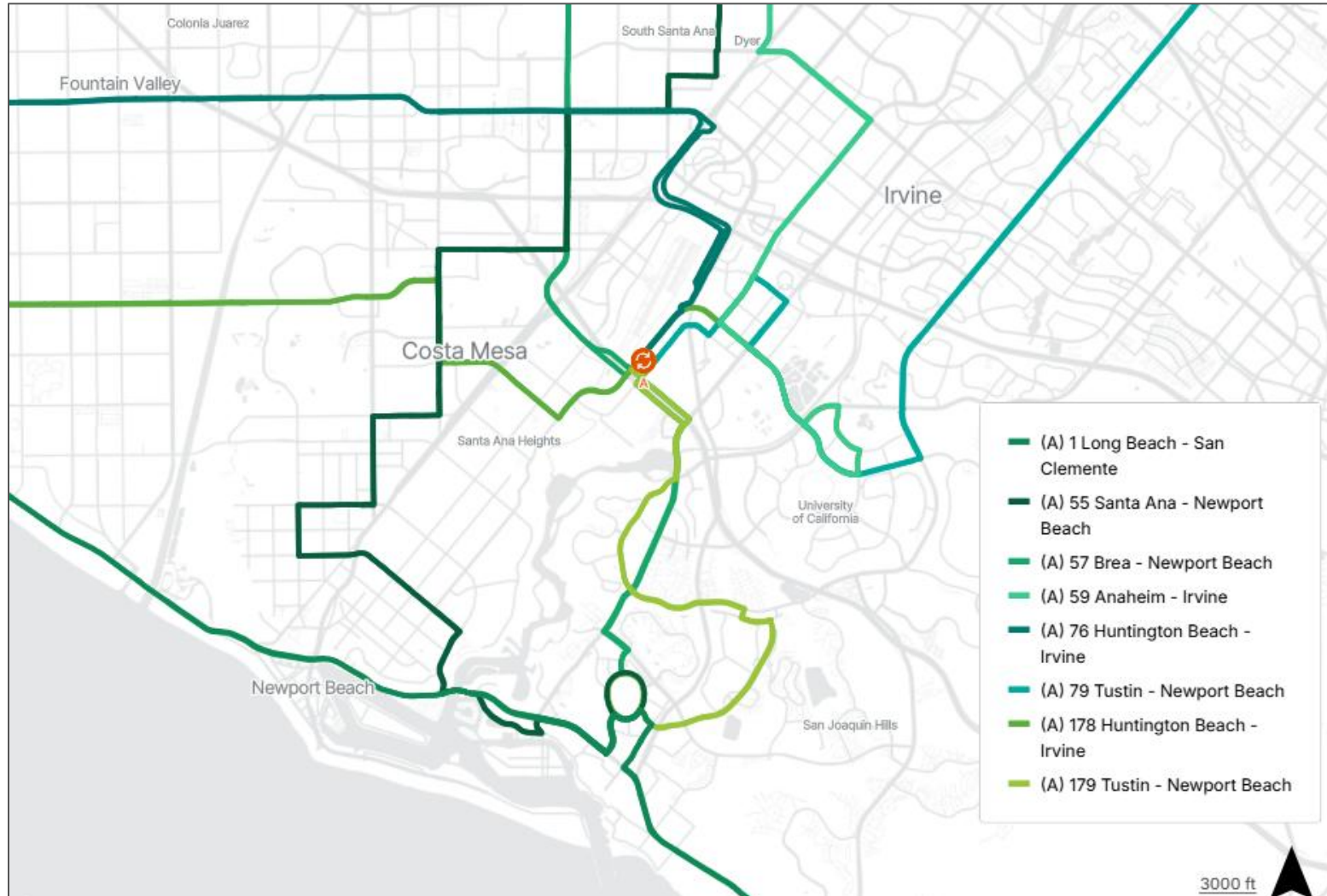
Route	2024 Baseline Weekday Boardings	2050 Modeled Weekday Boardings	Weekday Ridership Change	Percent Change
1	1,200	1,500	300	25%
55	3,900	4,500	600	15%
57*	8,700	8,300	(400)	-5%
79	1,400	1,400	-	0%
<b>Total</b>	15,200	15,700	500	3%

\*2050 forecasts assume certain corridors will have additional rapid/enhanced bus service. This additional service results in ridership shifts that cause the 2050 forecasts for certain routes to be less than 2024. Route 57 was supplemented by a new rapid bus service along State College Boulevard.

Source: OCTAM Ridership Projection by Route



# Service Planning Process – Site A

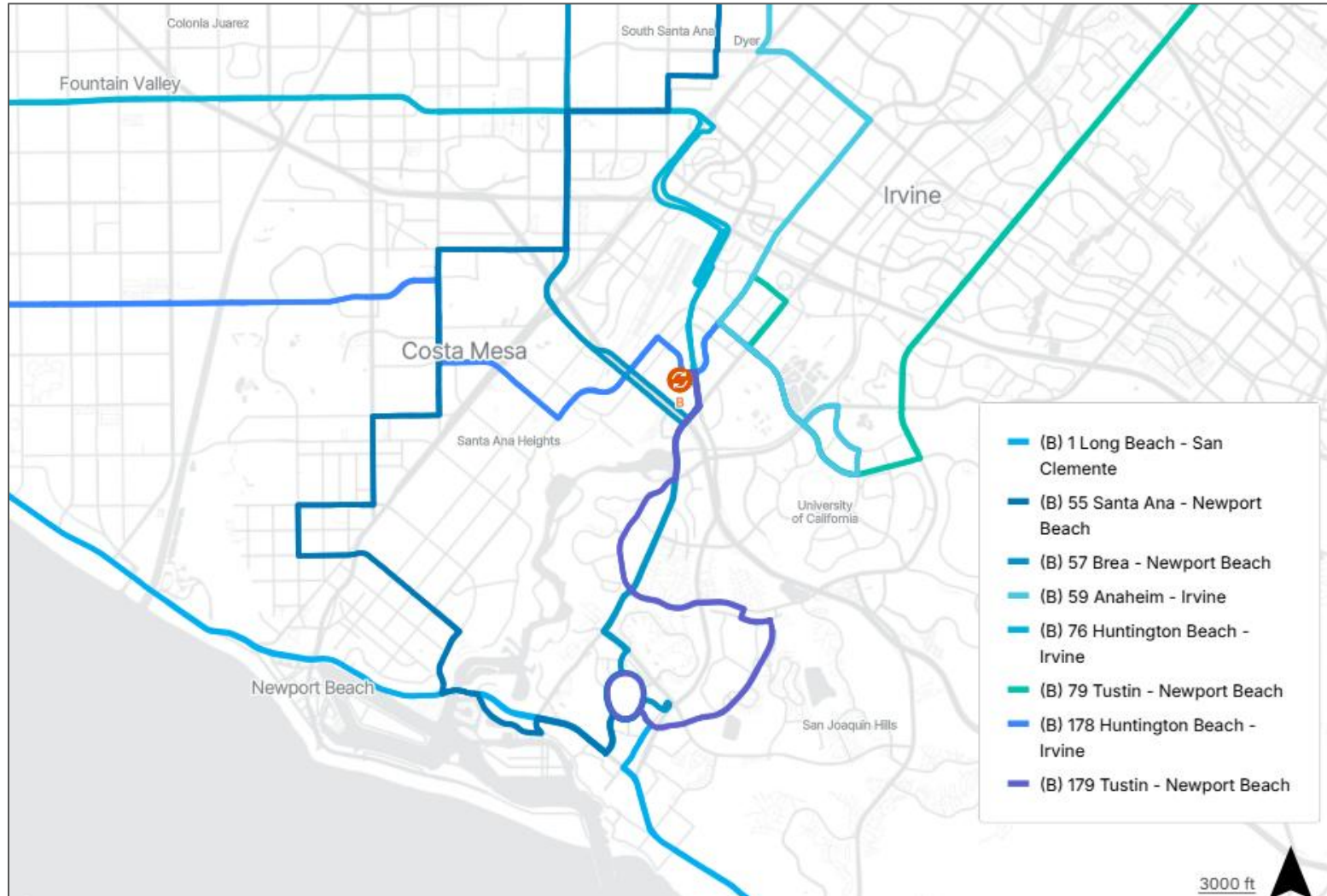


## 3848 Campus Drive

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island



# Service Planning Process – Site B

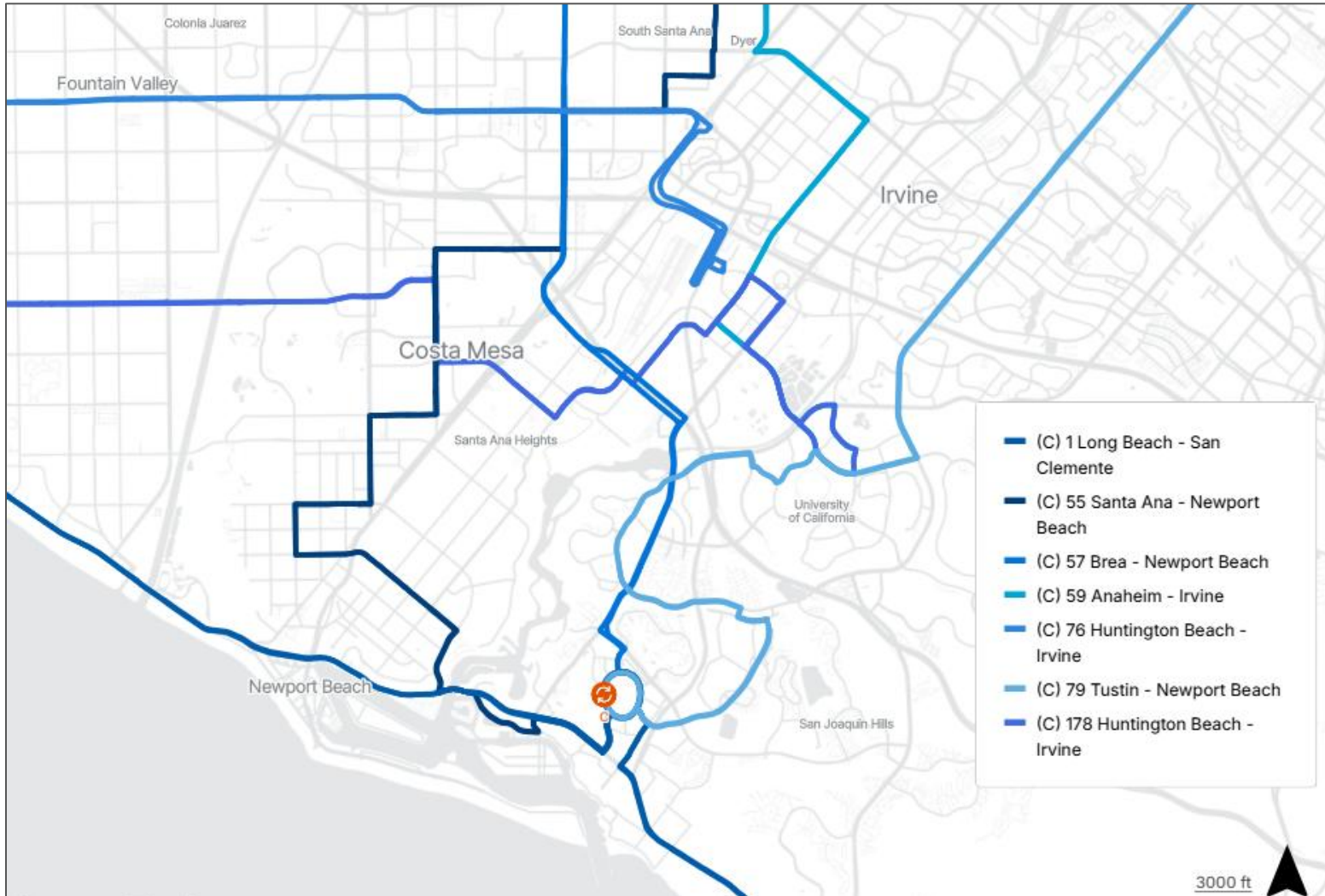


## 1201 Dove Street

- Five routes serve the new transit center (57, 76, 79, 178, and 179)
- Routes 1 and 55 serve Newport Center Drive
- New Route 179 connects relocated NTC and Fashion Island



# Service Planning Process – Site C



## 951 Newport Center Drive

- Four routes serve the transit center (1, 55, 57, and 79)



# Site Evaluation Criteria Phase

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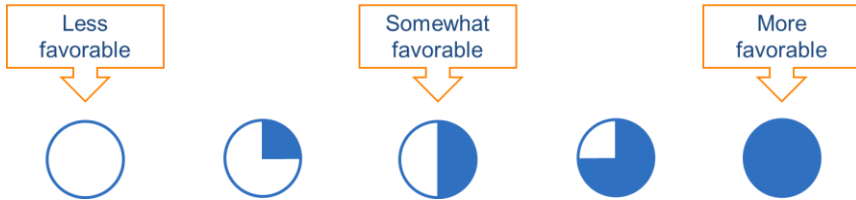
- Each site will be scored on numerous criteria aligned with the objective goals below:
  - Transit center functionality
  - Ridership, network performance, and operational continuity
  - Access, equity, and community connectivity
  - Land use and strategic compatibility
  - Fiscal responsibility and implementation feasibility
  - Legal and regulatory constraints



# Site Evaluation Criteria Phase Example

## Goal 1: Transit Center Functionality

Can the site support safe, efficient, and scalable transit operations?



*Illustrative example of scoring of one criterion:*

Criterion	Criterion Description	Site A (3848 Campus Drive)		Site B (1201 Dove Street)		Site C (951 Newport Center Drive)		Site D (Existing NTC)	
		Score	Score Explanation	Score	Score Explanation	Score	Score Explanation	Score	Score Explanation
Passenger accommodation	Passenger shelters, benches, trash collection, water fountain, etc	●	Site has adequate space for passenger amenities	●	Site has ample space for passenger amenities	●	Site is constrained between curb and property line; can fit amenities but does not provide room for expansion	●	Site currently has ample space for passenger amenities; however, renovations are recommended to improve quality of amenities



# Study Timeline

	2/26	3/26	4/26	5/26	6/26	7/26	8/26	9/26	10/26	11/26	12/26
<b>1: Project Management</b>			★		★					★	
1A: Project Management											
1B: Public Outreach and Engagement											
<b>2. Baseline Conditions and Needs Assessment</b>											
<b>3. Evaluation Criteria Development</b>											
<b>4: Site Relocation Assessment</b>											
4A: Alternative NTC Site Identification											
4B. Fire Station #3 Relocation Summarization											
4C. NTC Relocation Assessment											
<b>5: Environmental, Sustainability, and Technical Analysis</b>											



Study Update to Transit Committee



Anticipated Draft Plan



## Next Steps

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- June 15, 2026, project development team meeting scheduled
- Continue site relocation assessment process
- Refine site layouts and service plan for evaluation