



Orange County Transportation Authority

Board Agenda

Monday, January 12, 2026 at 9:30 a.m.

550 South Main Street, Orange, California

Board Members

Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Valerie Amezcua
Katrina Foley
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Lauren Kleiman
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
Kathy Tavoularis
Mark Tettemer
Donald P. Wagner
Lan Zhou, Ex-Officio

Accessibility

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

BOARD MEETING AGENDA

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Board meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific agenda item, please identify the item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Invocation

Director Janet Nguyen

Pledge of Allegiance

Director Leon

Closed Session

There are no Closed Sessions scheduled.

Special Calendar

1. Administration of the Oath of Office to New and Returning Orange County Transportation Authority Board of Directors

Overview

Oath of Office will be administered to new Board Member Lauren Kleiman and returning Board Members Valerie Amezcua, Stephanie Klopfenstein, Carlos Leon, and Mark Tettemer.

2. Election of Orange County Transportation Authority Board of Directors Chair

The Orange County Transportation Authority Board of Directors annually, at its first meeting in January, shall elect a Chair.

3. Election of Orange County Transportation Authority Board of Directors Vice Chair

The Orange County Transportation Authority Board of Directors annually, at its first meeting in January, shall elect a Vice Chair.

BOARD MEETING AGENDA

4. **Presentation of the 2025 Orange County Transportation Authority Bus Rodeo Awards**

Kim Tucker/Johnny Dunning, Jr.

Overview

Presentation of the 2025 Orange County Transportation Authority Bus trophies to the first place Coach Operator, Administrative and Executive participants.

5. **2025 Board of Directors and Chief Executive Officer Initiatives and Action Plan - End-of-Year Report**

Lauren Sato/Rose Casey

Overview

On January 27, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2025 Board and Chief Executive Officer (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). Following its approval, the 2025 CEO Action Plan was updated to reflect feedback received from the Board and was shared via a memorandum to the Board on March 20, 2025. The revised Action Plan consists of three Board initiatives and nine CEO initiatives that are monitored through 110 milestones for the calendar year. This year-end report summarizes OCTA's progress in advancing those initiatives between January 1, 2025, and December 31, 2025.

At the conclusion of 2025, 95 of the 110 milestones were completed. Attachment B summarizes all 110 milestones, including the 15 milestones that will be carried over for reconsideration in 2026. The schedules for these carryover milestones had to be adjusted primarily due to delays in coordination with external entities, resource constraints, and other unanticipated circumstances impacting project complexity and delivery.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

BOARD MEETING AGENDA

6. February 2026 OC Bus Service Change/Public Hearing Preview for the OC Bus Route 862 Title VI Service Evaluation and Fare Equity Analysis

Eric Hoch/Rose Casey

Overview

The February 2026 OC Bus service change recommends minor adjustments consistent with the regular service change process. In conjunction with the February service change, a Title VI (Civil Rights Act of 1964) service evaluation and fare equity analysis is needed to comply with a route discontinuation that will be superseded by the OC Streetcar service. As a recipient of a full funding grant agreement, the Orange County Transportation Authority is required to conduct a Federal Transit Administration compliant Title VI analysis six months prior to the service change implementation. Staff has completed this analysis and following the required public hearing, is requesting the Board of Directors' approval to submit the service and fare equity Title VI analysis to the Federal Transit Administration.

Recommendation(s)

- A. Receive and file the February 2026 OC Bus service change as an information item.
- B. Receive and file public input on the OC Bus Route 862 Title VI service evaluation and fare equity analysis.
- C. Direct staff to finalize and submit the OC Bus Route 862 Title VI service and fare equity analysis to the Federal Transit Administration, consistent with the full funding grant agreement.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

Consent Calendar (Items 7 through 13)

All matters on the Consent Calendar are to be approved in one motion unless a Board Member or a member of the public requests separate action on a specific item.

Orange County Transportation Authority Consent Calendar Matters

7. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of December 8, 2025, Orange County Transportation Authority and affiliated agencies' regular meeting.

BOARD MEETING AGENDA

Attachments:

[Minutes](#)

Orange County Transit District Consent Calendar Matters

8. Agreement for Facility Modifications at Santa Ana Bus Base Operations Building

George Olivo/James G. Beil

Overview

On November 5, 2025, the Orange County Transportation Authority issued an invitation for bids for facility modifications at the Santa Ana Bus Base operations building. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is required to execute the agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250017 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$329,640, for facility modifications at the Santa Ana Bus Base operations building.

Attachments:

[Staff Report](#)

9. Agreement for Bus Hoist Replacement at the Anaheim Bus Base

George Olivo/James G. Beil

Overview

On September 10, 2025, the Orange County Transportation Authority issued an invitation for bids for replacement of the bus hoist at the Anaheim Bus Base. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4261 between the Orange County Transportation Authority and Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$238,144, for replacement of the bus hoist at the Anaheim Bus Base.

Attachments:

[Staff Report](#)

BOARD MEETING AGENDA

10. Amendment to Agreement for the Purchase of Electric Vehicle Chargers and Energy Management System

Cliff Thorne/Johnny Dunning, Jr.

Overview

On January 25, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with ChargePoint, Inc. for electric vehicle chargers and energy management system services for a five-year initial term, with one, three-year option term. Staff is requesting Board of Directors' approval to exercise the three-year option term to continue energy management system services effective February 1, 2026, through January 31, 2029, and add ten additional charging stations to support newly acquired paratransit vans at the Irvine Construction Circle bus base.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2692 between the Orange County Transportation Authority and ChargePoint, Inc., to exercise the option term in the amount of \$127,205, for continued energy management system services and additional licensing for ten new charging stations to be installed at the Irvine Construction Circle bus base. This will increase the maximum obligation of the agreement to a total contract value of \$549,727.

Attachments:

[Staff Report](#)

[Attachment A](#)

11. Agreement for Installation of Battery Electric Vehicle Chargers at Irvine Construction Circle Bus Base

George Olivo/James G. Beil

Overview

On November 4, 2025, the Orange County Transportation Authority issued an invitation for bids for installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base to support the zero-emission bus pilot program, specifically the OC ACCESS paratransit service. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250018 between the Orange County Transportation Authority and Lighting Technology Services, Inc. doing business as LTS Property Services, the lowest responsive, responsible bidder, in the amount of \$470,670, for the installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base.

Attachments:

[Staff Report](#)

BOARD MEETING AGENDA

12. Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance at Irvine Sand Canyon Base

Gretchen Burrow/Johnny Dunning, Jr.

Overview

On February 13, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC for compressed natural gas fueling facility operation and maintenance at the Irvine Sand Canyon base for a three-year initial term, with a two-year option term. The initial term expires February 28, 2026. Staff is requesting Board of Directors' approval to exercise the two-year option term effective March 1, 2026, through February 29, 2028.

Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2898 between the Orange County Transportation Authority and Trillium USA Company, LLC to exercise the option term in the amount of \$354,600, to continue providing compressed natural gas fueling facility operation and maintenance effective March 1, 2026, through February 29, 2028. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$873,841.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

Orange County Local Transportation Authority Consent Calendar Matters

13. Contract Change Orders for Construction of the OC Streetcar Project

Jeff Mills/James G. Beil

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar Project. Contract change orders are required for the storage of traction power substations, additional traffic control, and to complete finishes in various areas at the maintenance and storage facility.

Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 83.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$400,000, for the storage of traction power substations.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 157.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$150,000, for additional traffic control.

BOARD MEETING AGENDA

- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 260.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$120,000, to complete finishes in various areas in the maintenance and storage facility.

Attachments:

[Transmittal](#)

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

Regular Calendar

There are no Regular Calendar matters.

Discussion Items

14. South Orange County Transportation Projects Update

Gregory Nord/Rose Casey

Overview

In October 2021, the Board of Directors approved an agreement with the County of Orange and the City of San Clemente to work cooperatively on key south Orange County transportation projects. The projects include a non-tolled extension of Los Patrones Parkway, widening a portion of Ortega Highway, and a southerly extension of the Interstate 5 high-occupancy vehicle lanes. Progress has been made in the project development process, and a status report is provided for review.

Attachments:

[Presentation](#)

15. Update on the Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico

Josue Vaglienty/James G. Beil

Overview

Staff will provide a project update.

Attachments:

[Presentation](#)

BOARD MEETING AGENDA

16. Public Comments

17. Chief Executive Officer's Report

18. Directors' Reports

19. Adjournment

The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, January 26, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



January 12, 2026

To: Members of the Board of Directors 
From: Douglas Chaffee, Chair of the Board of Directors
Darrell E. Johnson, Chief Executive Officer 
Subject: 2025 Board of Directors and Chief Executive Officer Initiatives and Action Plan – End-of-Year Report

On January 27, 2025, the Orange County Transportation Authority (OCTA) Board of Directors (Board) approved the 2025 Board and Chief Executive Officer (CEO) Initiatives (Attachment A) and Action Plan (Attachment B). Following its approval, the 2025 CEO Action Plan was updated to reflect feedback received from the Board and was shared via a memorandum to the Board on March 20, 2025. The revised Action Plan consists of three Board initiatives and nine CEO initiatives that are monitored through 110 milestones for the calendar year. This year-end report summarizes OCTA's progress in advancing those initiatives between January 1, 2025, and December 31, 2025.

At the conclusion of 2025, 95 of the 110 milestones were completed. Attachment B summarizes all 110 milestones, including the 15 milestones that will be carried over for reconsideration in 2026. The schedules for these carryover milestones had to be adjusted primarily due to delays in coordination with external entities, resource constraints, and other unanticipated circumstances impacting project complexity and delivery.

Highlights of OCTA's accomplishments are provided below.

Board Initiative: Deliver the Public a Balanced, Sustainable, and Equitable Transportation System

In 2025, OCTA remained committed to keeping Orange County moving by delivering transportation services that are efficient, dependable, and accessible. The agency continued to fulfill its voter-approved Measure M2 commitments through strategic investments in transit, local streets, and freeway improvements. In support of the region's diverse mobility needs, OCTA also prioritized meaningful engagement and strengthening its relationships with local communities, including those that rely most on transit.

- **OC Streetcar:** On November 12, 2025, the OC Streetcar Project reached a significant milestone with the beginning of vehicle testing. In coordination with Herzog Transit Services, Inc., initial testing involved pulling a car on the Pacific Electric Right-of-Way. This phase will help to confirm system functionality and the electric system's readiness, ensuring safe operations before passenger service begins in 2026.
- **OC ACCESS Eligibility Assessments Software:** On July 28, 2025, the Board approved the selection of Spare Labs Inc. to provide paratransit and microtransit software to better meet the needs of OC ACCESS riders. In December 2025, the new software was successfully launched and deployed, enhancing service delivery for customers.
- **State Route 91 (SR-91) Eastbound Corridor Operations Project (ECOP):** The proposed SR-91 ECOP will add a lane to eastbound SR-91 between State Route 241 and State Route 71 with the goal of improving traffic operations in the area. This project has required close coordination with the Riverside County Transportation Commission (RCTC) as it spans both Orange and Riverside counties. In October 2025, OCTA received a draft cooperative agreement from RCTC, highlighting meaningful progress toward establishing a formal interagency agreement to advance the SR-91 ECOP.
- **Same-Day Taxi:** On October 27, 2025, the Board approved a pilot of the Same-Day Taxi Program expanding the service radius from five to seven miles and exercising the option term to support continued service through November 2027. The two-year pilot will test expanded Same-Day Taxi benefits to support a more flexible and cost-effective alternative to OC ACCESS. Results will be monitored and evaluated to guide future program adjustments or permanency.
- **Diverse Community Leaders Group (DCLG):** To ensure OCTA projects and studies reflect the needs of the communities they serve, the agency engages with diverse populations across Orange County. OCTA provides updates and gathers key stakeholders' input on transit improvements and planning efforts through collaboration with the DCLG, a representative group of leaders from local business, community, civic, faith, education, and nonprofit organizations. In 2025, OCTA continued to host quarterly meetings with the DCLG to discuss major projects, including the new Wave card and the 2026 Long-Range Transportation Plan.

- Congestion Management Program (CMP): OCTA is responsible for monitoring and reporting on the Orange County CMP. On November 24, 2025, the Board adopted the 2025 Orange County CMP Report, which was developed in coordination with local agencies, the Southern California Association of Governments (SCAG), and the California Department of Transportation (Caltrans). The report documented continued improvements for Orange County's transportation system performance and fulfills state requirements to remain eligible for funding. Following Board adoption, it was submitted to SCAG for a determination of consistency with the Regional Transportation Plan, as required by state law.

Board Initiative: Ensure Organizational Resiliency through Fiscal and Environmental Responsibility

As Orange County's transportation commission, OCTA recognizes the importance of safeguarding its fiscal integrity and upholding its commitments to local voters. Through disciplined financial management and the responsible use of public funds, the agency successfully delivered transportation improvements throughout the year. OCTA also advanced key efforts in resiliency, sustainability, and environmental stewardship, helping to build a transit system more capable of withstanding and adapting to changing conditions.

- Wave Card: In October 2025, OCTA launched its new rider validation and fare system to enhance and simplify the payment process for OC Bus passengers. By streamlining fare payment and eliminating paper passes, the new Wave system reduces waste, improves efficiency, and aligns OCTA with modern transit payment technologies.
- Zero-Emission Paratransit Vehicles: As part of OCTA's zero-emission goals, which are aligned with state mandates for sustainable transit, OCTA is actively transitioning its existing OC ACCESS fleet to battery electric vans. The ongoing Zero-Emission Paratransit Vehicle Pilot Program is replacing ten gasoline-powered paratransit vehicles with ten battery electric vehicles suited for OC ACCESS service delivery. At the end of 2025, OCTA had received delivery of the ten battery electric vans which will reduce air pollution in Orange County, and continue to advance OCTA efforts to meet state mandates.
- Coastal Rail Resiliency Study (CRRS): The CRRS, initiated in fall 2023, assesses potential short- and mid-term solutions to protect the existing rail line and preserve rail operations. An outcome of the study has been the development of alternative concepts that would protect the rail line in place for up to the next 30 years. Throughout the CRRS, collaboration with key stakeholders has led to the identification of alternative protection strategy

concepts. In July 2025, OCTA hosted two public meetings to solicit public feedback on the draft alternative concepts. With the Board's direction, staff will advance the CRRS by continuing coordination with stakeholders and engagement with the public for feedback on the short-listed alternative concepts that will be further refined for future project implementation.

- Annual Comprehensive Financial Report (ACFR): On November 24, 2025, the Board received the fiscal year 2024-25 ACFR, an annual audit of OCTA's financial records and systems. The report concluded that OCTA presented financial statements and schedules fairly.
- 405 Express Lanes (405 EL) Excess Toll Revenue Expenditure Plan: The 405 EL opened in December 2023 and are operated by OCTA under state tolling authority and a Caltrans lease. Following the opening of the 405 EL, staff developed guiding principles for the future use of excess toll revenue and worked on supporting policies and framework for the expenditure plan, which the Board approved on November 24, 2025.
- M2 Environmental Cleanup Program (Project X): On October 13, 2025, the Board approved grant funding allocations for eight Tier 1 water quality projects totaling approximately \$3.09 million. Funded through OCTA's M2 Environmental Cleanup Program, these projects will help improve overall water quality in Orange County by reducing transportation-related pollution.

Board Initiative: Uphold Continued Excellence, Diversity, and Collaboration

OCTA understands that its success is largely dependent on the relationships it builds with both internal and external stakeholders. Accordingly, the agency invests in professional development and promotes initiatives that strengthen an inclusive and supportive work culture. OCTA also upholds rigorous safety and security practices to ensure a safe work environment. In addition, the agency engages collaboratively with local and regional partners through open communication and coordinated planning. These efforts better position OCTA to meet evolving transportation needs and maintain a high-performing, future-focused organization.

- Workday: In December 2025, OCTA launched Workday, an integrated human resources and payroll system. The new system will streamline and modernize key human resources and payroll functions, enhance collaboration, and provide employees with a more efficient and user-friendly platform. This transition was supported cross-departmentally to ensure successful agencywide adoption and implementation. As Workday is further incorporated into daily operations, OCTA will become

better equipped to deliver improved service, strengthen internal operations, and support its workforce.

- **Collective Bargaining Agreement for Maintenance Employees:** On November 24, 2025, the Board approved, in closed session, the renewed collective bargaining agreement with OCTA maintenance employees. The new contract affirms the significant contributions and dedication of this essential workforce, which helps ensure OCTA can continue providing critical bus service riders rely on to reach their work, school, and healthcare destinations.
- **Local Government Forums:** From September through November 2025, OCTA met with local city leaders to exchange information and gain a better understanding of community priorities. This engagement process allows for strengthened collaboration and coordination on transportation priorities that are better aligned with local needs.
- **South County Mobility Improvements:** The Board approved an agreement in October 2021 with the County of Orange and the City of San Clemente to jointly advance several priority transportation projects in south Orange County. Some of these improvements include the non-tolled Los Patrones Parkway extension, widening of a critical segment of Ortega Highway, and an extension of the Interstate 5 high-occupancy vehicle lanes in south Orange County. This past year, work progressed through the project development phase, and an update on these efforts was presented to the Regional Transportation Planning Committee on December 1, 2025.

Upon completion of the 2025 CEO Action Plan, OCTA remains focused on effectively and strategically addressing the immediate needs of both the public and agency employees to keep Orange County moving. Please let me know if you have any questions or contact Darrell Johnson, CEO, at (714) 560-5343.

DC/DEJ:ls
Attachments



Orange County Transportation Authority

2025 Board & CEO Initiatives

Deliver the Public a Balanced, Sustainable, & Equitable Transportation System



- Provide Efficient, Reliable, and Accessible Options to Move People and Goods
- Continue to Fulfill Commitments through the Voter-Approved Measure M2 Local Sales Tax Program
- Actively Engage with Stakeholders and Seek Input from Diverse Communities

Ensure Organizational Resiliency through Fiscal & Environmental Responsibility



- Maintain Financial Integrity and Effectively Administer Taxpayer Dollars for Transportation
- Adapt to Changes in the Environment through Enhanced Resiliency Initiatives
- Support Thriving Communities by Advancing Environmental Stewardship and Sustainability

Uphold Continued Excellence, Diversity, & Collaboration



- Optimize Relationships with Regional, Business, and Community Partners to Advance Shared Priorities
- Reflect Community Values through a Continued Commitment to an Inclusive and Diverse Work Culture
- Promote Employee Development and Belonging by Providing a Safe and Welcoming Workplace

Doug Chaffee

Doug Chaffee
Chair

Darrell E. Johnson

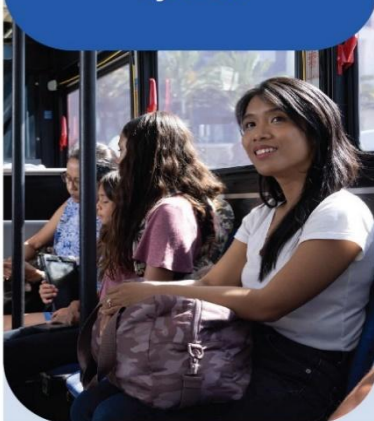
Darrell E. Johnson
Chief Executive Officer



Orange County Transportation Authority

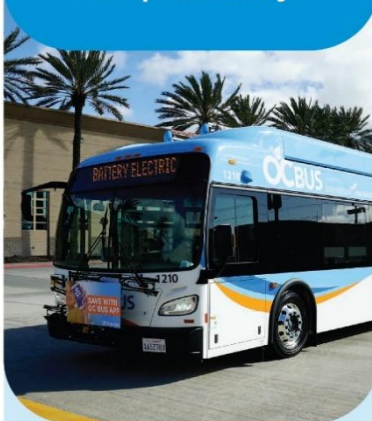
2025 Board & CEO Initiatives

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Doug Chaffee
Doug Chaffee
Chair

Darrell E. Johnson
Darrell E. Johnson
Chief Executive Officer

Initially Approved: January 2025; Revised: March 2025

2025 Board Initiatives

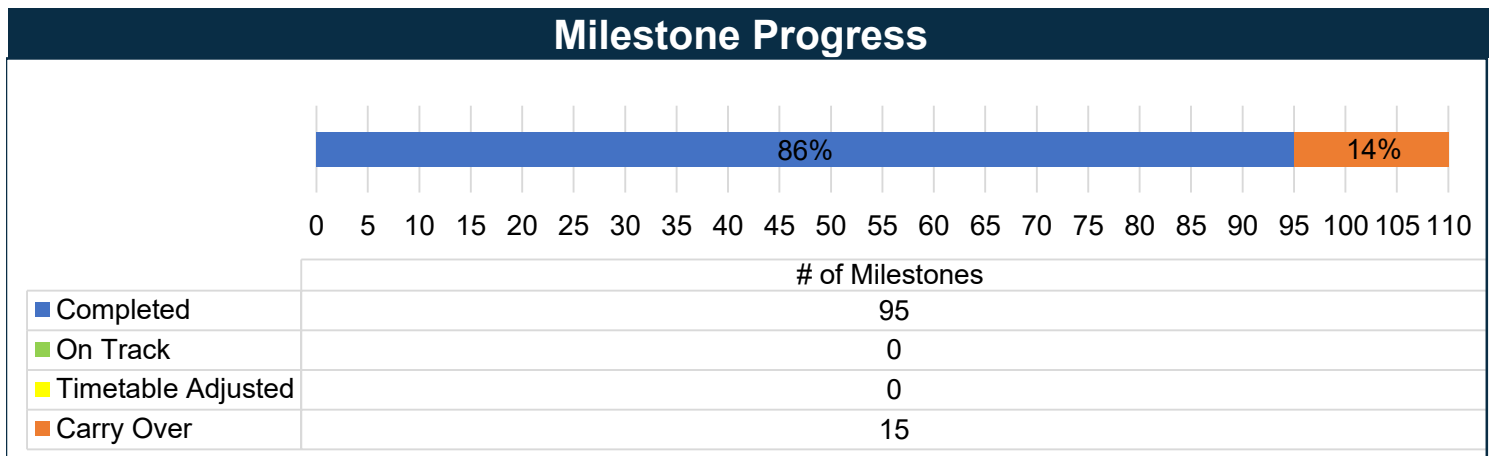
- Deliver the Public a Balanced, Sustainable, and Equitable Transportation System
- Ensure Organizational Resiliency through Fiscal and Environmental Responsibility
- Uphold Continued Excellence, Diversity, and Collaboration

2025 CEO Initiatives

- Provide Efficient, Reliable, and Accessible Options to Move People and Goods
- Continue to Fulfill Commitments through the Voter-Approved Measure M2 Local Sales Tax Program
- Actively Engage with Stakeholders and Seek Input from Diverse Communities
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2025 CEO Milestone Summary

Number of Milestones by Quarter	
Quarter Due	Number
First Quarter	9
Second Quarter	30
Third Quarter	24
Fourth Quarter	47
TOTAL	110



FIRST QUARTER (Q1)

8 of 9 Completed -

89%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	BEB Charging Infrastructure (Santa Ana Bus Base)**	Advance Zero-Emission Goals	Seek Board approval to release public works IFB - Q1	March 10, 2025 - presented to Board for approval to release IFB.				
2.	Bus Base Gates*	Enhance Security at Bus Bases with Security Gate Installations	Complete construction - Q1	Due to additional time being needed to assemble a functionality test plan for OCTA's Security and Emergency Preparedness department, this had been delayed; August 28, 2025 - completed construction at Santa Ana Bus Base; September 10, 2025 - completed construction at Garden Grove Bus Base.				
3.	Mission Viejo/Laguna Niguel Rail ROW Slope Stabilization**	Ensure Asset Preservation and Climate Resiliency	Advertise for construction - Q1	Due to additional time being needed to address some final comments from the IFB documents, this was delayed; July 14, 2025 - presented to Board for approval to release IFB.				

*2024 Carryover

**2024 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q1 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
4.	Renewable Solar Energy at Bus Bases**	Advance Climate Goals by Introducing Renewable Energy into Agency Operations	Seek Board approval to release RFP for design - Q1	Although OCTA is now focused on the completion of a feasibility study, this will help inform the design and installation of solar photovoltaic systems at the OCTA bus bases. Due to additional time being needed to finalize the scope of work and resource capacity, this has been delayed and release of the RFP for the feasibility study will be carried over and reconsidered for 2026.				
5.	Local Government Outreach	Establish Relationships with Newly Elected Officials	Conduct outreach to all new mayors and city council members - Q1	February 2025 - sent out communications; March 2025 - conducted follow-up, which continued through April 2025, including various tours and briefings with city council members and mayors.				
6.	Surface Transportation Reauthorization	Inform Reauthorization	Develop priorities for reauthorization and present to Board - Q1	March 24, 2025 - presented to Board for adoption.				
7.	Coach Operator Barriers	Enhance Bus Operator Safety	Start installation of operator barriers on buses - Q1	March 2025 - began second phase of coach operator barrier installations.				
8.	Zero-Emission Bus (ZEB) Program Update	Advance Zero-Emission Goals	Provide progress report to Board on ZEB Program, including the hydrogen FCEBs and plug-in BEBs - Q1	February 24, 2025 - provided progress report to Board.				
9.	Management Development Academy (MDA)	Provide Professional Development Opportunities	Launch sixth cohort - Q1	January 30, 2025 - launched sixth cohort.				

**2024 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

SECOND QUARTER (Q2)

26 of 30 Completed - 87%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	Hydrogen Fueling Station (Garden Grove Bus Base)**	Advance Zero-Emission Goals	Seek Board approval to award design-build agreement - Q2	Due to a cancellation of the original RFP procurement and initiation of a new RFP, award of the design-build agreement has been delayed and will be carried over and reconsidered for 2026; September 22, 2025 - presented to Board for approval to release new RFP.				
2.	I-605, Katella Avenue Interchange**	Advance Construction	Initiate construction - Q2	April 25, 2025 - received contract approval from Caltrans, initiating the official start of construction.				
3.	OC Streetcar	Prepare for OC Streetcar Operations	Receive delivery of first vehicles - Q2	May 4, 2025 - received delivery of first vehicle.				
4.	Orange County Maintenance Facility**	Support Metrolink Efforts to Optimize and Expand Service	Seek resolution to proceed to design phase - Q2	Due to an extended timeline to receive a resolution from the City of Irvine to allow the facility to be built, this has been delayed and will be carried over and reconsidered for 2026. Although a final settlement agreement has not yet been reached, discussions with the City have been ongoing and a draft settlement agreement has been prepared and is in the final comment stage.				
5.	SR-55, I-5 to SR-91	Advance Design Phase	Present update on design status and project schedule to Board - Q2	March 10, 2025 - presented update on status and project schedule as part of the Upcoming Measure M2 Freeway Construction Projects Update to Board.				
6.	SR-91, SR-55 to Lakeview Avenue	Advance Construction	Initiate construction - Q2	April 14, 2025 - initiated physical construction.				

**2024 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
7.	405 Express Lanes	Update Board on Latest Traffic and Revenue Data	Present update to Board - Q2	April 2025 - received forecast. June 23, 2025 - presented update to Board.				
8.	M2 Compliance Audit Report	At the Request of the Taxpayer Oversight Committee (TOC), Provide Results of an Independent Measure M2 Compliance Audit	Present results of M2 Compliance Audit to TOC and Board - Q2	April 28, 2025 - presented results to Board; May 27, 2025 - presented results to TOC Audit Subcommittee; June 10, 2025 - presented results to TOC.				
9.	Headquarters Building	Implement Long-Term Strategy for the OCTA Administrative Headquarters	Submit permit to the City of Santa Ana for Board/conference room construction and procure design services for headquarters building improvements - Q2	Due to delays in scheduling interviews for short-listed firms, selection of the consultant was delayed; July 28, 2025 - presented to Board to award design contract. Although the original intent was for the previous construction firm to submit the permit during the design process, Stantec, the selected design firm, will now handle the permit as the overall project scope has since changed from constructing a new building to buying an existing one; whether a new construction permit is needed will be dependent on how OCTA addresses the board/conference room during the design phase.				
10.	OCTA's Operating and Capital Budget	Develop a FY 2025-26 Balanced Budget	Present a comprehensive and balanced OCTA FY 2025-26 budget for adoption by the Board - Q2	June 9, 2025 - presented FY 2025-26 budget to Board for adoption.				
11.	Federal Compliance Training	Provide Federal Compliance and Oversight Training Agencywide on New and Current Federal Requirements	Conduct federal compliance training for agency's project managers and subject matter experts - Q2	May 2025 - successfully completed federal compliance training, which was well received with over 50 staff members participating.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
12.	State and Federal Delegation Outreach	Establish Relationships with Newly Elected Officials	Meet with all newly elected Orange County state and federal offices - Q2	March 2025 - completed outreach with newly elected offices; however, a special election added one new member that OCTA met with in June 2025.				
13.	Bus Fleet Management	Maintain Fleet in a State of Good Repair	Seek Board approval to award contract to purchase six 60-foot buses - Q2	Due to unanticipated manufacturer setbacks, this has been delayed and will be carried over and reconsidered in 2026.				
14.	College Pass Program	Continue Working with Community Colleges to Renew or Extend Agreements for the Program	Exercise option term with Coastline College, Orange Coast College, and Santiago Canyon College Continuing Education - Q2	January 2025 - executed a new agreement with Coastline College; Santiago Canyon College Continuing Education opted not to renew and let its agreement expire, as it was superseded when non-credit students were added to the new agreements with Santa Ana and Santiago Canyon Colleges. Due to unforeseen administrative constraints, processing the new agreement for Orange Coast College (OCC) was delayed; August and September 2025 - circulated and fully executed agreement with OCC, respectively.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
15.	Metrolink Service	Plan, Fund, and Administer Sustainable Metrolink Service	Receive updates from Metrolink on the financial and operational performance of the service optimization - Q2	April 28, 2025 - update on Metrolink proposed FY 2025-26 budget presented to Board.				
16.	Metrolink Special Event Train	Increase Opportunities for Special Metrolink Service	Implement Angels Express Service consistent with Metrolink's service optimization - Q2	Although the Angels Express will not be operated this year due to financial constraints, OCTA partnered with Metrolink to promote existing service to special events in the region, such as Transit Equity Day, Earth Day, Bike to Work Week, Fullerton Day of Music, Irvine Greek Festival, and the San Clemente Ocean Festival. These special event services helped to support Metrolink's ongoing service optimization efforts and will continue throughout the year.				
17.	OC ACCESS	Deliver Required Complementary ADA Paratransit Service and Microtransit Service	Seek Board approval to exercise option term for OC ACCESS paratransit agreement - Q2	March 24, 2025 - presented to Board for approval to exercise first option term.	Early Complete			
18.	OC ACCESS Eligibility Assessment Contract	Establish Certification Process for Determining Eligibility for Complementary Paratransit Service per ADA Requirements	Seek Board approval to award contract for the OC ACCESS eligibility assessment - Q2	March 24, 2025 - presented to Board for approval to release RFP. While no delays have occurred in the project schedule, award of contract is not expected until Q3; September 22, 2025 - presented to Board for approval to award contract.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
19.	OC ACCESS Eligibility Assessments Software Implementation	Implement Software Needed to Perform OC ACCESS Eligibility Assessments	Implement use of new software for eligibility assessments tracking - Q2	Due to an upheld procurement protest, this had been delayed and required a re-release of the RFP. July 28, 2025 - presented to Board for approval to award contract; September 2025 - held project kick-off meeting; December 15, 2025 - went live with new software.				
20.	OC Flex*	Explore Efficient and Effective Transit Options to Better Meet Mobility Demands in Orange County	Assess OC Flex performance and provide a report to Board on future direction - Q2	March 24, 2024 - presented report to Board and recommendations to discontinue OC Flex service.	Early Complete			
21.	OC Streetcar*	Prepare for OC Streetcar Operations	Initiate OC Streetcar testing with Herzog Contracting Corp. - Q2	Due to delays related to electrification of the system, testing with Herzog had been delayed; November 12, 2025 - initiated testing of the vehicles in the PE ROW under power.				
22.	Personnel and Salary Resolution	Attract and Retain Top Talent	Present recommendations to Board as part of the OCTA FY 2025-26 budget - Q2	June 9, 2025 - presented to Board for adoption as part of the FY 2025-26 budget.				
23.	Public Transportation Agency Safety Plan (PTASP)	Update OCTA's PTASP to Adopt New FTA Requirements (Joint Safety Committee, Performance Targets, etc.)	Seek Board approval for the 2025 PTASP - Q2	February 10, 2025 - presented to Board for approval.	Early Complete			

*2024 Carryover

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
24.	Workday	Support Agencywide Adoption of New Workday Software System	Launch change management plan and employee communications - Q2	Change management plan has been launched; employee communications were ongoing, including at management team meetings and CEO Connections, and continued throughout the year leading up to the Workday launch date in December 2025.				
25.	2027-2028 CMAQ-STBG Call for Projects Nominations	Establish Priorities for OCTA Project Recommendations to SCAG	Present report to Board - Q2	March 10, 2025 - presented prioritization guidance to Board for approval; July 14, 2025 - presented project prioritization recommendations for SCAG consideration to Board.				
26.	Fullerton Park-and-Ride Joint Use Master Plan	Review Conceptual Site Designs and Feasibility Analysis	Provide update to ESC - Q2	May 12, 2025 - provided update to ESC.				
27.	M2 Triennial Performance Assessment	Evaluate the Efficiency, Effectiveness, Economy, and Results of the Agency's Delivery of M2	Present the sixth performance assessment covering FY 2021-22 through FY 2023-24 - Q2	March 10, 2025 - presented performance assessment to Board.	Early Complete			
28.	Signal Synchronization	Improve Roadway Efficiency	Provide update to Board on signal synchronization projects (Project P), including the countywide signal synchronization baseline - Q2	To be consistent with the timing of the previous update, this had been delayed; September 8, 2025 - provided update to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q2 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
29.	World Cup 2026 and LA28 Olympics Planning	Develop an Action Plan to Guide Preparations	Coordinate with LA Metro, Orange County cities, and other regional transit providers and provide update to Board - Q2	February 26, 2025 - participated in separate meetings with LA Metro and the City of Anaheim to discuss World Cup 2026 and LA28 planning; March 4 and 14, 2025 - met with LA Metro for the World Cup Regional Task Force and LA28 Olympics Planning, respectively; May 12, 2025 - presented update to ESC; June 9, 2025 - presented update to Board; October 13, 2025 - presented update to Board.				
30.	ZEB Transition Plan**	Evaluate Charging Infrastructure Needs and Facilities for ZEB Rollout Plan	Award contract to initiate project and present update to ESC - Q2	Due to additional time being needed to coordinate with Caltrans on the transportation planning grant and gain more data from current pilots, as well as funding gaps and additional review of the scope of work, award of contract to initiate the project has been delayed and will be carried over and reconsidered for 2026. July 15, 2025 - presented update to ESC.				

**2024 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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THIRD QUARTER (Q3)

21 of 24 Completed - 88%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	I-5, Avenida Pico to San Diego County Line**	Advance Environmental Phase	Release Draft Environmental Document for public review - Q3	Due to additional time being needed to prepare technical studies in support of the Environmental Document, this has been delayed and will be carried over and reconsidered for 2026.				
2.	I-5, SR-73 to El Toro Road Project	Continue to Advance Construction on All Segments	Complete construction on all segments - Q3	September 2025 - completed construction with Caltrans Relief from Maintenance granted on all three segments.				
3.	I-5, Yale Avenue to SR-55	Advance Construction	Advertise for construction - Q3	August 11, 2025 - advertised for construction.				
4.	Transit Security and Operations Center	Ensure Transit Service Continuity	Provide construction update to Board - Q3	To provide additional time for more meaningful progress to be made on the project, such as completion of the building pads, this has been delayed and will be carried over and reconsidered for 2026.				
5.	241/91 Express Connector (EC)**	Advance Project Development Phase	Seek Board direction for the Master Agreement, Operating Agreement, and Letter of Support for the 241/91 EC project - Q3	September 22, 2025 - presented to Board for direction on next steps.				
6.	405 Express Lanes	Update Board on Activities of the Recently Completed Fiscal Year	Provide fiscal year-end report to Board - Q3	September 22, 2025 - provided report to Board.				
7.	91 Express Lanes	Update Board on Activities of the Recently Completed Fiscal Year	Provide fiscal year-end report to Board - Q3	September 22, 2025 - provided report to Board.				
8.	91 Express Lanes*	Install Toll Entrance Readers to Register Vehicles Entering the 91 Express Lanes	Complete installation of infrastructure gantries, cameras, and readers at the three entrances of the 91 Express Lanes - Q3	Due to ongoing electrical challenges that are out of OCTA's control, installation has been delayed and will be carried over and reconsidered for 2026.				

*2024 Carryover

**2024 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
9.	Credit Ratings	Maintain OCTA's Positive Credit Rating	Conduct annual rating agency meeting - Q3	July 28-31, 2025 - completed credit rating trip.				
10.	Cybersecurity	Protect OCTA's Information Systems	Require completion of annual cybersecurity training for all employees - Q3	September 5, 2025 - assigned required General User Annual Refresher Training to all employees.				
11.	Enterprise Asset Management (EAM)**	Implement New EAM System	Transition Infor EAM System from test into full production and provide periodic updates to ESC - Q3	To address the cure, vendor completed a successful technical assessment and system demos, restoring project team confidence; data load issues have been addressed with a resolution plan in place; change management and communications have also been carried out; September 27, 2025 - went live with new EAM software.				
12.	Rider Validation System (RVS)	Modernize OCTA's Fare Collection System	Implement RVS - Q3	Due to vendor delays in implementing the required retail network, this had been delayed; October 2025 - launched new RVS.				
13.	Bus Fleet Management	Maintain Fleet in a State of Good Repair and Advance Zero-Emission Goals	Receive delivery of ten battery electric vans for paratransit service - Q3	August 2025 - received first battery electric van. However, due to vendor delays, delivery of the remaining vans was delayed to Q4. December 2025 - received remaining nine vans.				
14.	Diversity, Equity, Inclusion, and Belonging - Affirmative Action Plan/Equal Employment Opportunity (AAP/EEO)	Provide Updates on Progress of AAP/EEO Development and Implementation and Adhere to Federal Requirements	Present biannual updates to ESC - Q1 and Q3	April 28 and August 25, 2025 - presented biannual updates to ESC.				

**2024 Carryover (modified)

COMPLETED	ON TRACK	TIMETABLE ADJUSTED	CARRYOVER
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Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
15.	Early Career Academy (ECA)	Provide Early Career Development to Grow New Professionals	Launch fifth cohort - Q3	July 16, 2025 - launched fifth ECA cohort.				
16.	Employee Health Insurance Renewal Programs	Secure Competitive Health Benefits	Present health insurance recommendations to Board - Q3	July 28, 2025 - presented health insurance recommendations to Board.				
17.	RVS	Create Awareness of Wave Card, Mobile Application, and Other Fare Changes	Launch an awareness, customer education, and promotional program for RVS - Q3	Completed Title VI Public Involvement Plan in Q1; September 2025 - launched comprehensive and public education campaign.				
18.	2026 Long-Range Transportation Plan (LRTP)	Identify Draft Challenges and Goals	Provide update to ESC - Q3	June 23, 2025 - provided update to ESC.		Early Complete		
19.	Coastal Rail Resiliency Study	Identify Potential Short-Term and Mid-Term Solutions to Protect the Existing Coastal Rail Infrastructure	Present preliminary options for short- and mid-term protection strategies and seek stakeholder input - Q1 and Q3	February 10, 2025 - presented update to Board; July 15, 2025 - held first public meeting (in-person); July 29, 2025 - held second public meeting (virtual). Due to unanticipated timing adjustments resulting from emergency stabilization work, this had been delayed; October 13, 2025 - presented update to Board.				
20.	Coastal Rail Solutions	Develop Long-Term Strategies for Coastal Rail Infrastructure	Develop framework for an agreement with the State of California to study long-term coastal resiliency solutions - Q3	A draft framework was sent to CalSTA in Q3. OCTA and CalSTA are continuing to make refinements to the document.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
21.	Coastal Rail Stabilization Priority Project	Advance Preliminary Engineering, Environmental, and Permitting Processes to Expedite the Four Reinforcement Areas	Continue to work with regulatory agencies and external stakeholders to advance projects and provide updates to Board - Q1 and Q3	April 14, 2025 - presented emergency declaration to Board for approval to proceed with work, bi-weekly updates presented to Board since; recent progress: September 2025 - began construction (Area 3), completed initial sand nourishment (North Beach, Area 1); CCC approved waiver to perform geotechnical work (Area 4); preliminarily identified offshore sand source (Areas 1, 2, and 4). Efforts are ongoing to: update/prepare requested information to comply with CDPs (Areas 1, 2, and 3) for CCC resubmittal; work with FRA to complete environmental clearance (Area 4)/ sand nourishment.				
22.	SR-91 Eastbound Corridor Operations Project (ECOP)	Advance Measure M2 Improvements Along SR-91	Initiate agreement with RCTC for Eastbound SR-91 operational improvements between SR-241 and SR-71 and present update to ESC - Q3	Due to additional time to being needed for RCTC to finalize their build alternative geometrics and the corresponding engineer's estimate, initiation of the agreement had been delayed; September 26, 2025 - met with RCTC to discuss details for a funding agreement between the two agencies; October 21, 2025 - received draft cooperative agreement from RCTC; December 8, 2025 - presented update to ESC.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q3 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
23.	SR-91 Implementation Plan	Collaborate with RCTC to Update the Plan in Support of Regional SR-91 Corridor Transportation Improvements	Present Plan to Board - Q3	June 9, 2025 - presented draft Plan to Board.		Early Complete		
24.	Streets and Roads Grants	Fund Streets and Roads Improvements	Present recommendations for RCP (Project O) and RTSSP (Project P) projects grant awards to Board - Q3	April 14, 2025 - presented programming recommendations to Board to award \$25.72 million to nine RCP projects and \$11.99 million to six RTSSP projects as part of the 2025 call for projects.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

FOURTH QUARTER (Q4)

40 of 47 Completed -

85%

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
1.	BEB Charging Infrastructure (Irvine Construction Circle Bus Base)	Advance Zero-Emission Goals	Complete design phase - Q4	August 2025 - completed design phase.			Early Complete	
2.	Placentia Metrolink Station	Secure Approval from BNSF for Placentia Metrolink Station	Support Metrolink efforts to develop a cooperative agreement with BNSF and provide status report to Board - Q4	Metrolink and BNSF provided city station technical memorandum with two potential conceptual layouts, which was followed by a meeting to present and discuss the new station concepts. The City of Placentia is reviewing and is to provide comments to Metrolink and OCTA. Although OCTA has supported Metrolink with this effort, a status report to the Board has been delayed and will be carried over and reconsidered for 2026.				
3.	SR-57, Orangewood Avenue to Katella Avenue	Advance Construction	Initiate construction - Q4	October 13, 2025 - received contract approval from Caltrans, initiating the official start of construction.				
4.	SR-91, Acacia Street to La Palma Avenue	Advance Construction	Initiate construction - Q4	December 1, 2025 - received contract approval from Caltrans, initiating the official start of construction.				
5.	Crisis Communications	Ensure Agency and Staff Preparedness	Conduct a tabletop exercise for the Crisis Communications team and revise Crisis Communications Plan as appropriate - Q4	November 4, 2025 - conducted exercise.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
6.	OCTA in the News	Share Newsworthy OCTA Activities and Actions to Obtain Coverage and Raise Awareness of OCTA Programs, Initiatives, and Plans	Continue to highlight OCTA initiatives through mainstream, ethnic, industry, and social media - Q1-Q4	Highlighting OCTA initiatives were ongoing throughout the year, including the selection of the new Board Chair and Vice Chair, unveiling of the 2025 Board and CEO Initiatives, coastal rail emergency work and sand nourishment, SR-91 Improvement Project groundbreaking, I-5 South County Improvements Project completion, OC Streetcar vehicle delivery and testing phase, Wave card launch, M2 environmental programs, Local Fair Share funding and competitive M2 programs, Next 10 Plan, OC Fair Express, free ride days, and encouraging public involvement in multiple planning studies.				
7.	Annual Comprehensive Financial Report	Ensure Accountability and Transparency	Obtain an unmodified opinion from the external auditors and provide the annual financial statements to Board - Q4	November 24, 2025 - presented audited financial statements to Board.				
8.	Comprehensive Business Plan (CBP)	Develop OCTA's Business Plan	Update program cash flows - Q4	October 2025 - completed CBP cash flows update.				
9.	Workday	Implement Scalable Enterprise Solution and Improve Operational Effectiveness, Efficiency, and Internal Collaboration	Replace current PACE and Payroll Lawson/Infor System with Workday - Q4	December 15, 2025 - launched new Workday system.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
10.	Federal Compliance Review Simulation	Conduct Compliance Review Simulation to Prepare Agency for FTA's Official Triennial Review	Conduct mock triennial review using same methodology and intensity as FTA's official Triennial Review - Q4	October 2025 - completed review phase, after which findings will be issued and guidance will be provided to ensure issues are corrected by the end of year.				
11.	Legislative Forums	Communicate Transportation Needs and Challenges and OCTA's Ongoing Plans, Programs, and Projects	Conduct forums with local delegation representatives and report to management team - Q2 and Q4	April 17, 2025 - conducted first legislative forum; October 21, 2025 - conducted second legislative forum.				
12.	Legislative Platforms	Set Legislative Priorities	Present final 2026-27 state and federal legislative platforms to Board for approval - Q4	October 27, 2025 - presented draft legislative platforms to Board; November 24, 2025 - presented final platforms to Board for approval.				
13.	Legislative Priorities	Provide End-of-Session Report	Discuss outcomes of legislative priorities with L&C - Q4	November 20, 2025 - presented legislative priorities to L&C.				
14.	Local Government Forums	Conduct Mayors Forums by District	Conduct forums with city leaders and report to management team - Q4	September - November 2025 - conducted forums and reported to management team.				
15.	OC ACCESS Operations Software Implementation	Implement Software Aimed to Improve OC ACCESS Performance and Provide Riders with Alternative Transit Options	Begin implementation of new software for paratransit scheduling and operations - Q4	Due to an upheld procurement protest, which requires a re-release of the RFP, implementation of the new software has been delayed and will be carried over and reconsidered for 2026.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
16.	Paratransit Vehicles	Replace Existing 121 Cutaway Buses with a Mix of Cutaways and Vans	Begin receiving delivery of 108 vans and 13 cutaways - Q4	August 2025 - received delivery of first van; December 2025 - received delivery of first cutaway bus.				
17.	Same-Day Taxi	Deliver Enhanced OC ACCESS Service	Seek Board approval to exercise option term for agreement for same-day taxi service - Q4	October 27, 2025 - presented to Board for approval to exercise option term.				
18.	91 and 405 Express Lanes Communications	Provide Customer Communications and Enhance Brand Awareness, Perceptions, and Usage of the Express Lanes	Implement multilingual Express Lanes marketing, communications, and outreach at community events and through social media - Q4	September 2025 - launched multilingual 405 Express Lanes digital campaign; December 8, 2025 - launched 30th anniversary campaign for 91 Express Lanes.				
19.	Community Opinion and Public Support Research	Obtain Public Input and Preferences for OCTA's Various Projects, Programs, and Services	Conduct qualitative and quantitative surveys to evaluate customer satisfaction, including the M2 Ten-Year Review and other surveys - Q4	Due to additional time being needed to carry out further outreach for the M2 Program, as well as conduct a quantitative survey, this has been delayed and will be carried over and reconsidered for 2026.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
20.	Diversity Outreach	Maintain Participation of Diverse Communities in Transportation Planning Process and Promote Inclusivity to Ensure Transit Services are Accessible and Welcoming to People from all Backgrounds and Communities	Track number of people reached and survey responses with in-person outreach activities and mailings to disadvantaged communities via email and postcards - Q1-Q4	Community engagement efforts were ongoing, such as: October-December 2025 - participated in 23 community, business, and nonprofit events (reached over 12,100 people, collected 1,839 community surveys and 1,058 Long-Range Transportation surveys); distributed Spanish/English e-newsletter commemorating Día de Los Muertos and the holiday season to 2,635 subscribers, and Vietnamese/English e-newsletter commemorating the holiday season to 2,218 subscribers with information about OCTA's new Wave pass, OC Streetcar, and Metrolink Holiday Express.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
21.	Diversity Outreach - Diverse Community Leaders Group (DCLG)	Maximize Relationships with Key Stakeholders and Leaders that Represent Diverse Communities to Solicit Feedback and Incorporate their Suggestions into Transit Improvements and Future Planning Efforts	Continue engagement with DCLG through quarterly meetings, participation in events and activities with DCLG organizations, and feedback surveys and provide updates to Board - Q1-Q4	February 18, 2025 - hosted meeting with 24 diverse community leaders; June 4, 2025 - hosted meeting with 35 diverse community leaders; September 2025 - hosted meeting with 32 participants, CEO Darrell E. Johnson, and Director Tam Nguyen (discussed LRTP, active transportation, new Wave pass) and community leaders virtual roundtable with 19 community, small businesses, and faith leaders for the LRTP; presented update to L&C; December 16, 2025 - hosted meeting with 21 diverse community leaders.				
22.	Maintenance Collective Bargaining Agreement	Negotiate and Renew Agreement	Present agreement to Board - Q4	November 24, 2025 - presented agreement to Board for approval in closed session.				
23.	Marketing Activities	Promote and Educate Public on OCTA Services	Present biannual updates on ongoing campaigns promoting bus, rail, OC Flex, rideshare, and vanpool services to L&C - Q2 and Q4	June 19 and November 20, 2025 - presented biannual marketing activities updates to L&C.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
24.	OC Streetcar	Ensure Alignment, Systems, Maintenance and Storage Facility, and Vehicles Meet All Health, Safety, and Environmental Compliance Requirements through Vehicle Delivery, Testing, and Pre-Revenue Service	Work directly with all applicable regulatory agencies to ensure compliance, approval, and permits are obtained - Q4	Coordination with project management and associated regulatory agencies is ongoing and permit acquisition will follow project completion, system testing, and pre-revenue service. To date, all eight vehicles have been delivered, and system integration testing was initiated for segment one (Maintenance and Storage Facility, Raitt Street to Harbor Boulevard) and vehicles. However, due to project challenges and schedule adjustments, this has been delayed and will be carried over and reconsidered for 2026.				
25.	OC Streetcar Marketing and Customer Communications**	Create Awareness and Interest in OC Streetcar to Build Ridership	Develop and launch awareness campaign and promotion to encourage use and implement customer communications - Q4	October 2025 - developed overarching marketing strategy; December 11, 2025 - presented Call for Artists initiative to Transit Committee, followed by the start of the recruitment process. However, due to project schedule changes, launch of the awareness campaign and promotion has been delayed and will be carried over and reconsidered for 2026.				

**2024 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
26.	OC Streetcar Testing/Operations Safety Education and Public Awareness	Educate Various Target Audiences About OC Streetcar Safety During Testing Period Leading Up to Revenue Service	Expand reach and penetration of safety education campaign to raise public awareness once vehicles arrive and testing begins on tracks and present quarterly reports to Board - Q1-Q4	Outreach events were ongoing, such as: January 27, May 12, August 25, and November 24, 2025 - presented updates to Board; July 2025 - briefed Washington Square Park Neighborhood Association, presented on safety education to Santa Ana Chamber of Commerce; August 2025 - conducted WTS-OC Transportation Academy Tour, presented on safety education to MOMS Orange County and Carver Elementary, attended back-to-school Nights at six schools; September 2025 - attended Fiestas Patrias.				
27.	Outreach Activities	Conduct Outreach to Support Capital Projects	Provide updates to Board on OC Streetcar, I-5 corridor projects, SR-55 corridor projects, I-605/Katella Avenue interchange, and SR-91, and other projects - Q1-Q4	January 27, February 24, August 25, and November 24, 2025 - presented OC Streetcar updates to Board; June 9 and 23, July 14 and 28, August 25, September 8 and 22, 2025 - presented updates to Board with requests for emergency coastal rail reauthorization; October 13, 2025 - presented I-5 El Toro Interchange Project update to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
28.	Outreach Activities	Conduct Outreach to Support Planning Studies	Provide outreach updates to Board for planning studies, including OC Connect, OC Transportation Demand Management Plan, OC Transit Vision Plan, OC Coastal Rail Resiliency Study, 2026 LRTP, and others as appropriate - Q1-Q4	February 10, 2025 - presented CRRS and CRSP updates to Board; April 14, 2025 - presented first Active Transportation Program biannual update to Board; June 2025 - presented CRRS and CRSP updates to Board; September 8, 2025 - presented LRTP and second Active Transportation Program biannual updates to Board; October 13, 2025 - presented CRRS update to Board.				
29.	Transit Marketing and Customer Communications	Promote and Educate Public on OCTA Transit Services	Develop and implement multilingual campaigns and programs to promote the Youth Ride Free and College Pass Programs, major service changes, Metrolink service, and other activities and present update to Board - Q4	Efforts to raise awareness and educate the public on OCTA transit services were ongoing, such as launching several multilingual marketing campaigns in Q1 and Q2 promoting Youth Ride Free, College Pass Program, and Free Ride Days, and communicating major service changes; July 2025 - launched countywide campaign to promote Youth Ride Free, Community College Pass and University Pass programs; October 2025 - launched Wave card customer communications, outreach, and promotions; November 20, 2025 - presented update to L&C on marketing and customer communications.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
30.	Workday	Support Agencywide Adoption of New Workday Software System	Complete employee training on the use of new software - Q4	Employee training was completed in alignment with the launch of the new software, which occurred on December 15, 2025.				
31.	2026 State Transportation Improvement Program (STIP)	Maximize State Funding Opportunities	Present the 2026 STIP proposal to Board for approval - Q4	September 8, 2025 - presented 2026 STIP overview to Board; October 13, 2025 - presented STIP submittal item to Board for approval.				
32.	405 Express Lanes Excess Toll Revenue Expenditure Plan	Complete Express Lanes Excess Toll Revenue Policies to Satisfy Requirements to Develop 405 Expenditure Plan	Present 405 Express Lanes Excess Toll Revenue policies to Board for approval - Q4	November 24, 2025 - presented policies to Board for approval.				
33.	Active Transportation Initiatives	Implement Programs in Support of Non-Motorized Transportation	Provide biannual updates on active transportation initiatives, including OC Connect, Safe Routes to School, and Bike Counts to Board - Q2 and Q4	April 14 and September 8, 2025 - provided biannual updates to Board.			Early Complete	
34.	Climate Adaptation and Sustainability	Advance Agency Sustainability Practices and Resiliency Efforts to Adapt to Climate Change Impacts	Provide update on recommended follow-up activities to ESC - Q4	Efforts to develop and refine potential strategies for implementation to make OCTA more efficient and resilient are ongoing; October 13, 2025 - provided update to ESC.				
35.	Congestion Management Program (CMP)	Report on the CMP Status and Local Jurisdiction Compliance	Present to Board for approval - Q4	November 24, 2025 - presented CMP to Board for approval.				
36.	E-Bikes	Highlight Active Transportation Coordination	Publish local ordinances and resolutions on OCTA webpage, including easy to understand versions for quick reference - Q4	OCTA continued to update the ordinance database and kicked off the e-bike safety implementation plan effort in Q3.			Early Complete	

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
37.	I-5 Managed Lanes Interagency Agreement Framework	Establish Potential Roles and Responsibilities Related to Transit for Vehicle Miles Traveled Mitigation	Complete and present update to ESC - Q4	Due to complexities related to funding, vehicle miles traveled mitigation, and implementation of this project, completion of an interagency agreement framework has been delayed; this will be carried over and reconsidered for 2026 as additional time is required among Caltrans, OCTA, and other stakeholders to coordinate on these issues.				
38.	M2 Environmental Cleanup Program (Project X)	Fund Localized Water Quality Improvements	Present programming recommendations for Tier 1 water quality projects grant awards to Board - Q4	March 10, 2025 - presented Tier 1 Grant Program call for projects to Board; October 13, 2025 - presented programming recommendations to Board for award.				
39.	M2 Environmental Mitigation Programs	Ensure Compliance with Resource Agency Permits	Present biannual progress reports to Board - Q2 and Q4	June 9 and December 8, 2025 - presented biannual reports to Board.				
40.	M2 Quarterly Reports	Provide Updates on Progress of M2 Implementation and Fulfill the Requirements of the M2 Ordinance No. 3	Present quarterly reports to Board - Q1-Q4	March 10, 2025 - presented FY 2024-25 Q2 report to Board; June 9, 2025 - presented FY 2024-25 Q3 report to Board; September 8, 2025 - presented FY 2024-25 Q4 report to Board; December 8, 2025 - presented FY 2025-26 Q1 report to Board.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
41.	M2 Ten-Year Review	Evaluate Performance of the M2 Program through a Comprehensive Review	Present report to Board - Q4	March 10, 2025 - presented Ten-Year Review Look Ahead to Board; June 9, 2025 - presented update to Board; August 28, 2025 - presented update to Executive Committee; December 8, 2025 - presented update and draft action plan to Board.				
42.	Rail Strategic Plan	Inventory Current and Future Rail Infrastructure Capacity and Assess if Modifications to Planned Rail Service Enhancements are Recommended to Better Serve Orange County	Present update to ESC - Q4	June 2025 - awarded contract for consultant services to develop rail strategic plan; September 2025 - completed receipt of all inputs to be used for the focused planning sessions with the operators/ stakeholders; October 2025 - received preliminary modeling results, with a period of refinement to follow. December 8, 2025 - presented update to ESC.				
43.	Regional Planning Activities	Highlight Transportation Planning Activities	Present biannual reports on activities underway that impact OCTA and the Southern California region to Board - Q2 and Q4	May 12 and November 24, 2025 - presented biannual reports to Board.				
44.	South County Mobility Improvements	Collaborate with Key Agencies to Advance Development and Implementation of Transportation Improvements in South Orange County	Provide update to Board - Q4	December 1, 2025 - although an update to Board is not anticipated until January 2026, an update was provided to RTP.				
45.	Transit Asset Management (TAM) Plan	Update Agency's Existing TAM Plan to Maintain Assets in a State of Good Repair	Award contract to initiate project - Q4	December 2025 - awarded contract.				

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Q4 (Continued)

#	Project/Program	Objective	Milestone	Notes	Q1	Q2	Q3	Q4
46.	Transit Optimization Study	Identify Bus Operation Enhancements to Improve Speed and Reliability	Complete study - Q4	Due to the decision to expand the scope, completion of the study has been delayed and will be carried over and reconsidered for 2026; the scope now includes an analysis of transit chokepoint corridors, rather than a list of individual stops, and recommendation strategies applied to corridors will show greater impacts to bus speed improvements and travel time savings; the change does not require additional funds but slightly extends the project timeline by a couple of months.				
47.	Transit Ridership Optimization**	Assess Transit Service to Meet Current Ridership Demand	Implement Making Better Connections Service Plan, as appropriate, to reflect current ridership trends and provide updates to ESC - Q4	Through regular service changes, implementation of the Making Better Connections Service Plan has been ongoing. December 8, 2025 - presented update to ESC.				

**2024 Carryover (modified)

COMPLETED

ON TRACK

TIMETABLE ADJUSTED

CARRYOVER

Acronyms

AAP/EEO - Affirmative Action Plan/Equal Employment Opportunity	LA28 - Los Angeles 2028 Olympic and Paralympic Games
ACS - Access Control System	L&C - Legislative and Communications Committee
ADA - Americans with Disabilities Act	LRTP - Long-Range Transportation Plan
Board - Board of Directors	M2 - Measure M2
BEB - Battery Electric Bus	MDA - Management Development Academy
BNSF Railway - Burlington Northern and Santa Fe	OCC - Orange Coast College
CalSTA - California State Transportation Agency	OCTA - Orange County Transportation Authority
Caltrans - California Department of Transportation	PACE - People and Community Engagement
CBP - Comprehensive Business Plan	PE - Pacific Electric
CCC - California Coastal Commission	PTASP - Public Transportation Agency Safety Plan
CDP - Coastal Development Permit	RCTC - Riverside County Transportation Commission
CEO - Chief Executive Officer	RCP - Regional Capacity Program
CMAQ - Congestion Mitigation Air Quality	RFP - Request for Proposals
CMP - Congestion Management Program	ROW - Right-of-Way
CRRS - Coastal Rail Resiliency Study	RTP - Regional Transportation Planning Committee
CRSPP - Coastal Rail Stabilization Priority Project	RTSSP - Regional Transportation Signal Synchronization Program
DCLG - Diverse Community Leaders Group	RVS - Rider Validation System
E-Bike - E-Bicycle	SCAG - Southern California Association of Governments
EAM - Enterprise Asset Management	SR-55 - State Route 55
EC - Express Connector	SR-57 - State Route 57
ECA - Early Career Academy	SR-71 - State Route 71
ECOP - Eastbound Corridor Operations Project	SR-73 - State Route 73
ESC - Executive Steering Committee	SR-91 - State Route 91
FCEB - Fuel-Cell Electric Bus	SR-241 - State Route 241
FRA - Federal Railroad Administration	STBG - Surface Transportation Block Grant
FTA - Federal Transit Administration	STIP - State Transportation Improvement Program
FY - Fiscal Year	TAM - Transit Asset Management
I-5 - Interstate 5	TOC - Taxpayer Oversight Committee
I-405 - Interstate 405	WTS-OC - Women's Transportation Seminar Orange County
IFB - Invitation for Bids	ZEB - Zero-Emission Bus
I-605 - Interstate 605	



COMMITTEE TRANSMITTAL

January 12, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: February 2026 OC Bus Service Change/Public Hearing Preview for the OC Bus Route 862 Title VI Service Evaluation and Fare Equity Analysis

Transit Committee Meeting of December 11, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Leon, Janet Nguyen, and Sarmiento

Absent: Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

- A. Receive and file the February 2026 OC Bus service change as an information item.
- B. Receive and file public input on the OC Bus Route 862 Title VI service evaluation and fare equity analysis.
- C. Direct staff to finalize and submit the OC Bus Route 862 Title VI service and fare equity analysis to the Federal Transit Administration, consistent with the full funding grant agreement.

Note:

After the Transit Committee considered this item on December 11, 2025, the U.S. Department of Justice (DOJ) amended its Title VI of the Civil Rights Act of 1964 (Title VI) regulations to eliminate disparate-impact liability, clarifying that DOJ enforcement is limited to cases involving intentional discrimination based on race, color, or national origin. As a result, Title VI analyses should document neutral, nondiscriminatory decision-making processes and the absence of discriminatory intent, while continuing to assess equity considerations as a planning and transparency practice consistent with Federal



Transit Administration guidance. Staff updated the analysis in accordance with current guidance from the DOJ, and the findings remain that the proposed service change was developed through a neutral, nondiscriminatory planning process.

The staff report presented to the Board of Directors has been updated to reflect these changes, as such it differs from the Committee staff report.



January 12, 2026

To: Members of the Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: February 2026 OC Bus Service Change/Public Hearing Preview for the OC Bus Route 862 Title VI Service Evaluation and Fare Equity Analysis

Overview

The February 2026 OC Bus service change recommends minor adjustments consistent with the regular service change process. In conjunction with the February service change, a Title VI (Civil Rights Act of 1964) service evaluation and fare equity analysis is needed to comply with a route discontinuation that will be superseded by the OC Streetcar service. As a recipient of a full funding grant agreement, the Orange County Transportation Authority is required to conduct a Federal Transit Administration compliant Title VI analysis six months prior to the service change implementation. Staff has completed this analysis and following the required public hearing, is requesting the Board of Directors' approval to submit the service and fare equity Title VI analysis to the Federal Transit Administration.

Recommendations

- A. Receive and file the February 2026 OC Bus service change as an information item.
- B. Receive and file public input on the OC Bus Route 862 Title VI service evaluation and fare equity analysis.
- C. Direct staff to finalize and submit the OC Bus Route 862 Title VI service and fare equity analysis to the Federal Transit Administration, consistent with the full funding grant agreement.

Background

In late 2022, the Orange County Transportation Authority (OCTA) completed a comprehensive study of the bus transit system, known as the Making Better

Connections (MBC) Study. The MBC Study assessed emerging travel trends and recommended optimizing the transit network to better serve Orange County residents, workers, and visitors. The Board of Directors (Board) approved the final service plan that emerged from the MBC Study in October 2022. The MBC Study strives to improve bus service on high-ridership routes by reducing wait times and optimizing route structures. Ninety percent of the recommendations included in the MBC study have been implemented as of November 2025, with the remaining recommendations anticipated to be fully implemented by August 2026.

OCTA implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November). The proposed bus service changes discussed herein are scheduled for implementation on February 8, 2026, with a focus on improvements to service quality and reliability.

In addition to the February 2026 service change, OCTA is preparing for the implementation of OC Streetcar and improvements to connecting OC Bus routes. OCTA, as a recipient of federal funds, must comply with certain requirements when modifying the transit system. The Federal Transit Administration (FTA) Circular 4702.1B provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI regulations (49 CFR part 21) and integrate anti-discrimination practices into its transit-related programs and services. This includes establishing procedures for monitoring and ensuring nondiscriminatory service delivery, conducting equity analyses for major service changes and fare adjustments, collecting and reporting demographic data, developing public participation plans that engage minority and low-income populations, and implementing ongoing compliance measures consistent with current FTA guidance.

Discussion

February 2026 OC Bus Service Change

OCTA regularly monitors OC Bus performance and makes adjustments, as needed, to improve the service. These adjustments consider changes in traffic conditions, school schedules, land-use changes, customer comments, current ridership demand, and coach operator feedback. The changes are intended to improve the performance of individual bus routes and transit service overall.

The proposed changes for February 2026 will focus on improvements to service quality and reliability. These changes include the following enhancements/modifications:

- Frequency improvements on Route 37 Sunday;
- Minor schedule adjustments to address coach operator or customer feedback on Routes 38, 47, 50, 53, 54, 56, 57, 60, 177, 472, and 473; and
- Schedule adjustments to improve on-time performance on Routes 26, 37, 46, 50, 71, 90, 91, 150-151, and 178.

The proposed February 2026 changes are detailed in Attachments A and B.

The proposed changes would result in an increase in bus service levels of approximately 1,400 revenue vehicle hours annually, which is consistent with the current fiscal year 2025-26 budget.

Title VI Service Evaluation and Fare Equity Analysis

Bus-Rail Interface Plan and Title VI Service Evaluation

As part of the original full-funding grant agreement application, staff developed a Bus-Rail Interface Plan to evaluate bus service connections to the OC Streetcar. The intent of this analysis is to:

- Minimize service duplication between the bus service and streetcar;
- Enhance connectivity between the streetcar and the supporting bus service; and
- Maximize ridership potential with the bus and streetcar service.

As a result of the analysis, a program of bus service revisions was developed. The proposed revisions include the elimination of a redundant bus route (Route 862) coinciding with the commencement of OC Streetcar revenue service, adding service to several bus routes to increase service frequency, and extending the service span on several connecting routes.

OCTA introduced Route 862 in 2019, designed as a short-term shuttle service in Downtown Santa Ana to replicate OC Streetcar service throughout the construction period, with the alignment detailed in Attachment C. Route 862 operates from 5:00 a.m. to 12:00 a.m. Monday through Friday with peak

frequencies every ten minutes, and weekends from 6:00 a.m. to 12:00 a.m. with peak frequencies every 20 minutes. With the opening of the OC Streetcar in 2026, Route 862 will become redundant and is proposed for discontinuation. The OC Streetcar will operate Monday through Thursday from 6:00 a.m. to 11:00 p.m., Friday and Saturday from 6:00 a.m. to 1:00 a.m. and Sunday from 7:00 a.m. to 10:00 p.m. The OC Streetcar will operate every ten minutes from 6:00 a.m. to 6:00 p.m. on weekdays and every 15 minutes during evenings and weekends. The new service will feature the same fare structure as Route 862 and all local fixed-route services.

Work to evaluate the proposed service revisions has been undertaken to determine if the changes were developed through a neutral, nondiscriminatory planning process consistent with Title VI of the Civil Rights Act of 1964 and to assess potential equity considerations for minority and low-income populations. The analysis considered the amount of service, travel time, service availability, and cost to community members and transit riders.

The evaluation found that the proposed change was developed in a nondiscriminatory process and will not place a disproportionate burden on low-income populations within the study area. In general, there will be an increased level of transit service within the study area with a longer OC Streetcar route that serves more destinations compared to Route 862, an enhanced OC Bus network with increased span and frequencies on certain routes within Downtown Santa Ana, and improved bus-rail service connectivity.

Public Improvement Plan

As part of the analysis, OCTA completed a Public Involvement Plan to gather input on the proposed route elimination and to educate the public, especially key target audiences, about the availability, use, and benefits of alternative transit options.

OCTA engaged the community through an outreach effort that included bilingual materials, neighborhood meetings, surveys, and in-person events. A total of 277 people participated in the public survey, which was offered in English, Spanish, Vietnamese, and Mandarin. The feedback showed that over 80 percent of Route 862 riders concluded that the OC Streetcar will meet their transportation needs.

Fare Equity Analysis

In accordance with the FTA Circular 4702.1B and OCTA's Service and Fare Change Evaluation Policy (EO-520.02SERVICE), a fare equity analysis was conducted to evaluate whether any fare changes associated with the discontinuation of Route 862 were developed through a neutral, nondiscriminatory process and to assess potential equity considerations for low-income populations.

Fares will be identical to current OC Bus fixed-route services, and riders will be allowed to transfer seamlessly between the OC Streetcar and OC Bus using the same fare media, including cash, Wave smartcard, and mobile app platforms. As such, there is no fare increase or new fare products being introduced, and therefore, no disproportionate burden is anticipated under the fare change thresholds defined in OCTA policy (a difference exceeding ten percent between protected and non-protected groups).

Summary

The proposed February 2026 OC Bus service change will result in minor adjustments to OC Bus service. These adjustments include improvements to service quality and reliability. Customers will be notified of the changes three weeks prior to implementation.

The Title VI service evaluation and fare equity analysis determined that the planned discontinuation of Route 862, coinciding with the commencement of the OC Streetcar revenue service, is not expected to result in adverse impacts to protected population groups. Riders will benefit from increased service frequency and connectivity available through the OC Streetcar. Furthermore, as the OC Streetcar will operate under the existing OC Bus fare structure, no disproportionate burden is anticipated. Following the public hearing and subsequent Board approval, staff will finalize the Title IV service and fare equity analysis and submit it to FTA consistent with the requirements of the full funding grant agreement.

Attachments

- A. February 2026 OC Bus Service Change: Recommendations by Route
- B. February 2026 Service Change: Bus Route Recommendations
- C. Route 862 and OC Streetcar Alignment
- D. Title VI Service Evaluation and Fare Equity Analysis for Route 862 and the OC Streetcar

Prepared by:



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Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

February 2026 OC Bus Service Change: Recommendations by Route

Route	Description	CHANGE IN SERVICE LEVELS				
		WKD RVH	SAT RVH	SUN RVH	Annual RVH	Peak Vehicles
26	Improve WKD OTP	2.2	-	-	569	1
37	Match SUN schedule with SAT schedule; Improve WKD/SUN OTP	0.7	-	14.8	1,031	-
38	Minor WKD/SAT/SUN schedule adjustment	0.03	-	-	9	-
43	Minor WKD schedule adjustment	-	-	-	-	-
46	Improve WKD/SAT/SUN OTP	(1.1)	(0.2)	(0.2)	(301)	-
47	Minor WKD schedule adjustment	0.1	-	-	18	-
50	Improve WKD/SAT/SUN OTP	1.2	(1.6)	(2.3)	99	-
53	Minor WKD schedule adjustment	-	-	-	-	-
54	Minor WKD schedule adjustment	0.9	-	-	237	-
56	Minor WKD schedule adjustment	0.8	-	-	212	-
57	Minor WKD schedule adjustment	0.1	-	-	31	-
60	Minor WKD/SAT/SUN schedule adjustment	(3.2)	(2.4)	(2.4)	(1,082)	-
71	Improve WKD/SAT/SUN OTP	0.6	(4.5)	(4.5)	(353)	(1)
90	Improve WKD/SAT/SUN OTP	(0.5)	(0.4)	(0.4)	(157)	-
91	Improve WKD/SAT/SUN OTP	4.5	(0.5)	(0.1)	1,112	1
150-151	Improve WKD OTP	0.1	-	-	18	-
177	Minor WKD schedule adjustment	(0.5)	-	-	(133)	-
178	Improve WKD OTP	0.4	-	-	110	-
472	Minor WKD schedule adjustment	0.0	-	-	8	-
473	Minor WKD schedule adjustment	(0.1)	-	-	(18)	-
Total of proposed year-round changes		6.3	(9.5)	5.1	1,409	1

Acronyms

OTP - On-time performance

RVH - Revenue vehicle hour

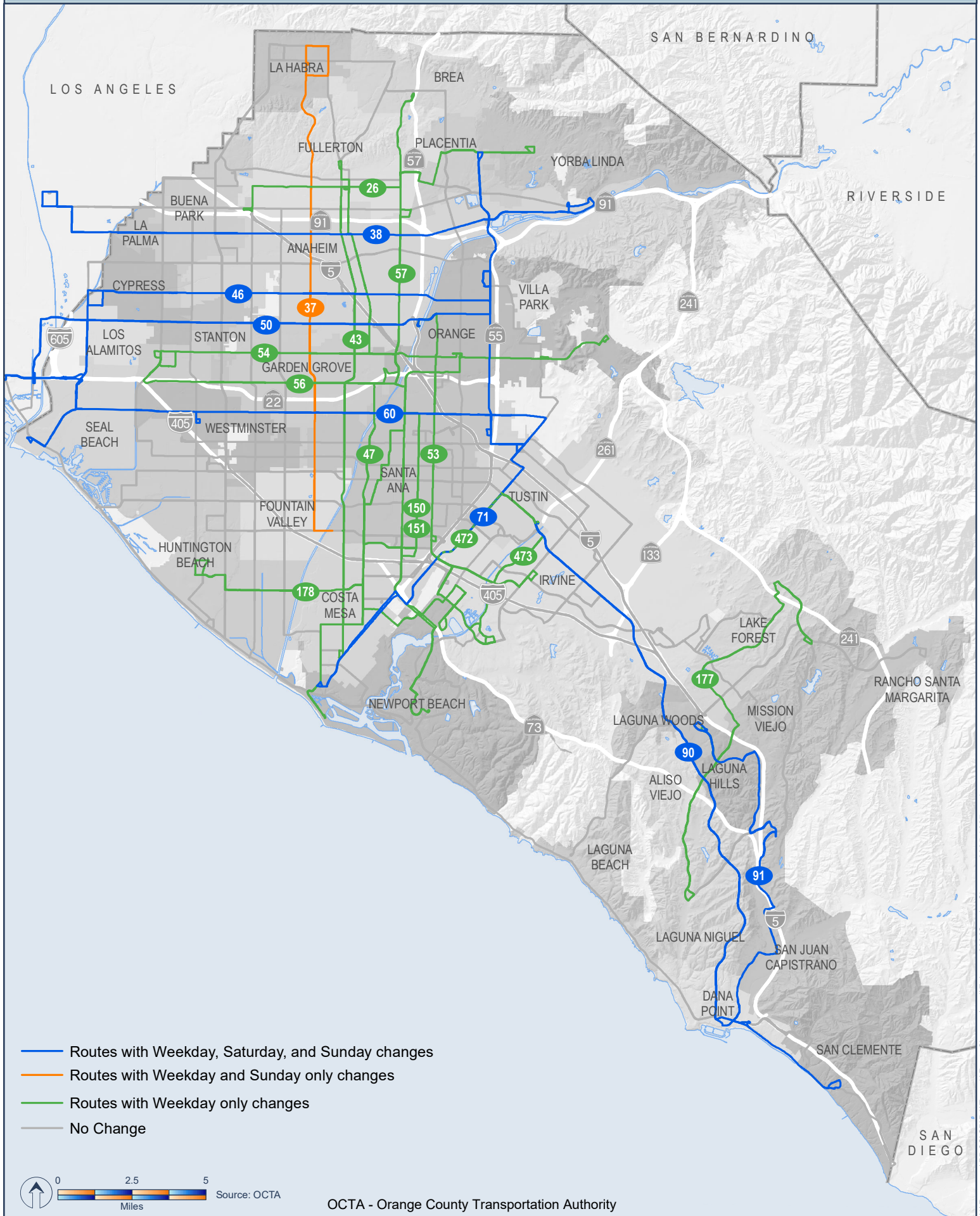
SAT- Saturday

SUN - Sunday

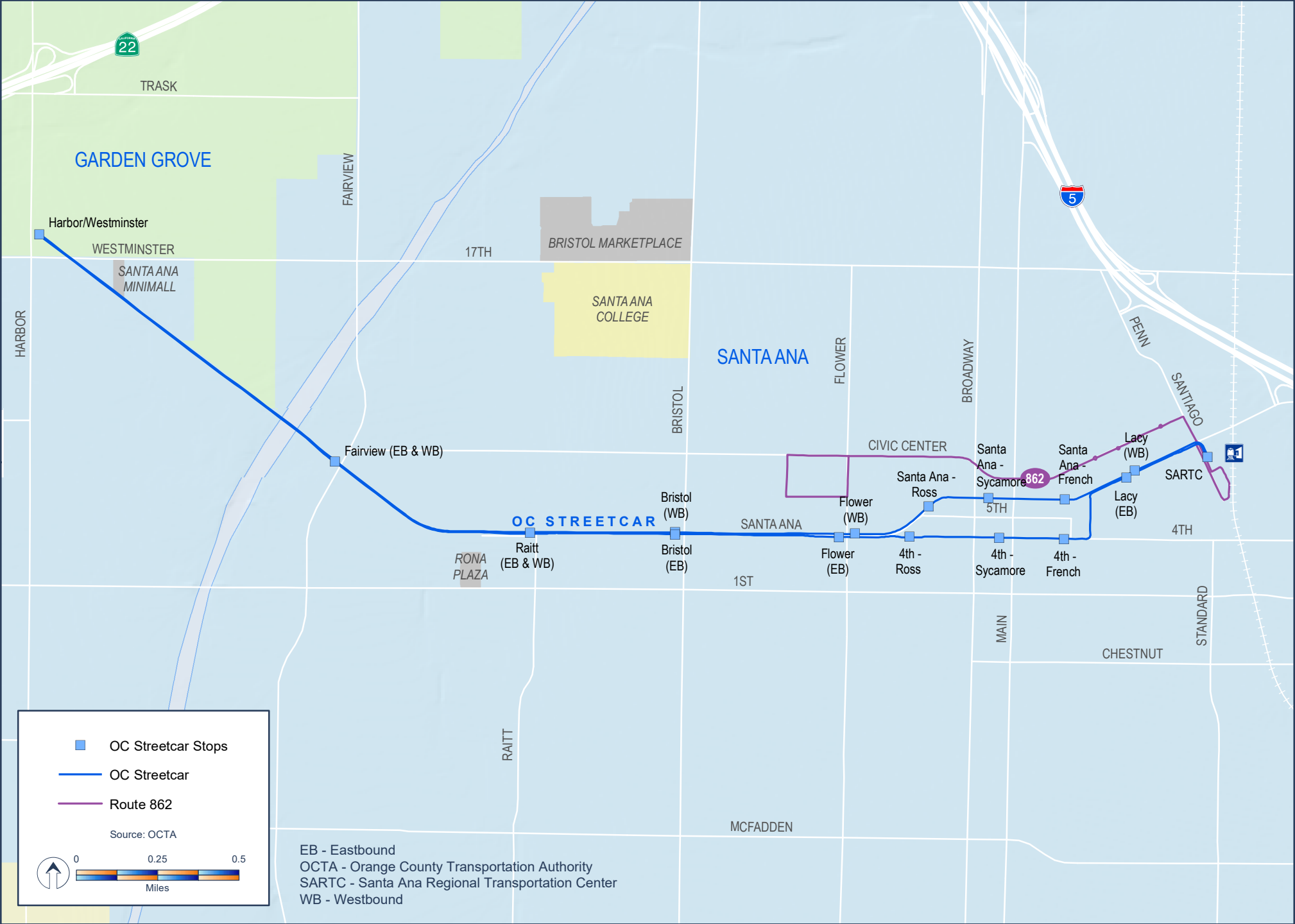
WKD - Weekday

February 2026 Service Change: Bus Route Recommendations

ATTACHMENT B



Route 862 and OC Streetcar Alignment





Title VI Service Evaluation and Fare Equity Analysis for Route 862 and the OC Streetcar

Prepared by HDR for
Orange County Transportation Authority
December 19, 2025

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1.0 Introduction

The OC Streetcar is a modern streetcar line that will serve the City of Santa Ana's historic downtown and surrounding areas. The project emerged as the preferred alternative from the Santa Ana-Garden Grove Fixed Guideway Corridor project. The OC Streetcar will operate along a 4.15-mile route that connects the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove (Figure 1). In preparation for the opening of the streetcar, the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2019-20 Bus Service Plan recommended restructuring bus service in the Santa Ana Civic Center area and implementing a new Downtown Santa Ana Shuttle (Route 862) along Civic Center Drive with the intent to discontinue service upon opening of the OC Streetcar. The OC Streetcar will feature the same fare structure as Route 862 and all local fixed-route services previously analyzed in the Title VI Fare Equity Analysis of the Wave Card Fare Media (2025). This report analyzes and documents the elimination of Route 862 and the implementation of the OC Streetcar fare to ensure that these actions were developed through a neutral and nondiscriminatory decision-making process and comply with Title VI of the Civil Rights Act of 1964 and Federal Transit Administration requirements.

Figure 1. OC Streetcar



Source: OCTA, 2025

2.0 Related Project Activities

This section summarizes the various OC Streetcar activities including outreach, the Bus Rail Interface Plan, the Route 862 Discontinuation Public Involvement Plan, and the Title VI Fare Equity Analysis of the Wave Card Fare Media. Each of these efforts is described in the following sections.

2.1 OC Streetcar Outreach Activities

OCTA developed and implemented an extensive outreach plan to receive feedback and educate the public, especially key target audiences, about the availability, use, and benefits of the new OC Streetcar service and to generate awareness about activities and closures during the construction process. A variety of tactics were utilized to maximize public input, participation and awareness including door-to-door canvassing, construction alerts and notifications, business assistance programs, public meetings, and staff information tables at local events. All outreach efforts were developed to maximize minority, Limited English Proficiency (LEP), and low-income community participation. All materials were provided in three languages (English, Spanish, and Vietnamese), with meetings staffed with bilingual representatives. A summary of the OC Streetcar outreach activities is provided in Table 1.

Table 1. Summary of OC Streetcar Outreach Activities (2022 – 2025)

Activity / Program	Description
Business Outreach / Engagement	Door-to-door outreach on March 8, 11, 16, 18, 23, 25, and 30 (2022); produced Safety Education video and shared on project website; time-lapse and drone footage video shared through social media and available on the project's website; produced interactive map on project website with bilingual description of work activities
Construction Alerts and Notifications	Alerted residents and stakeholders to upcoming closures using fliers and emails; bi-weekly construction alerts distributed to 3,000+ people; bilingual construction notifications and lane closure notices; postcard and closed-circuit television slide with safety messaging and information about future activities.
Eat Shop Play Program	The Eat Shop Play program supports businesses located along the future OC Streetcar route. Benefits to customers include special deals and coupon promotions as well as invitations to community events.
Media and Ads	Social media ads, radio ads, print ads, Spotify; ran ads on Spanish radio and in Excelsior; movie theater ads; radio remote event on June 18, 2022 with Cerveza City Brewery; public awareness brochure; trilingual brochures for safety education.
Public Meetings	<ul style="list-style-type: none"> May 2022: Held a public meeting at Frida Cinema for downtown merchants to learn about the anticipated sequencing of future intersection closures of Ross Street, Broadway, and Main Street. June 2022: Two (2) public meetings with residents of Segment 5.



Activity / Program	Description
	<ul style="list-style-type: none"> December 2022: Community meeting 1: targeted to merchants along 4th Street, Community meeting 2: held at SARTC for residents and business owners in Segment 5 (individual meetings also held). June 2023: Two public outreach meetings were held to provide information about upcoming activities as well as system electric requirements. April 2025: OCTA hosted two Community meetings for the Safety Education and Public Awareness Campaign. Over two sessions, more than 30 attendees learned about safety tips.
Events / Staff Information Table	<ul style="list-style-type: none"> April 2022: Held event with Que Buena Radio on April 9 where they broadcasted messages encouraging people to come support businesses on Fourth Street. June 2022: Staff table on June 4, with project information and Q&A. September 2022: Information table at an Employee Appreciation Event sponsored by Supervisor Foley (100 attendees received information and education). October 2022: Early Black Friday shopping event (Oct 22 & 23), more than 80 shoppers stopped by OC Streetcar table. November 2022: Staff information tables at community events. September 2023: Information tables at four Back-to-School evenings. December / November 2023: staff attended several community events such as Noche de Altares and ArtWalk. April 2024: Information table at Garfield Elementary School (more than 100 families). May 2024: Information table at the City of Santa Ana's Public Works Community Event on May 18 (More than 100 attendees). July 2024: Staff scheduled attendance at Back-to-School events at schools adjacent to the alignment. August 2024, September 2024: Information tables at Back-to-School events at Woodbury Elementary, Santiago High School, Romero Cruz Academy and Middle School, and Garfield Elementary (more than 200 attendees). November 2024: Outreach team hosted an information table at a holiday event at 4th Street and French Street (more than 100 visitors). January 2025: Staff met at Carver Elementary with Principal Bruhl to discuss the Safety Education campaign and future opportunities to distribute information to staff, students, and families.
General Coordination	<ul style="list-style-type: none"> June 2022: Coordinated with homeowners and Orange County Sheriff's Department for brief driveway closure. December 2022: OCTA Bus Operations staff were consulted, and a field visit was held. August 2023: Met with City of Santa Ana Economic Development staff to discuss transitional marketing support.



Activity / Program	Description
	<ul style="list-style-type: none"> January 2024: Field visits with Orange County Sheriff's Department and Orange County District Attorney's office staff, in addition to Orange County Fire Authority personnel. March 2024: The outreach team met with representatives of the Santiago Lofts to discuss the sidewalk restoration adjacent to their property. October 2024: Outreach staff provided a project update and safety messaging information at OCTA's Community Advisory Committee meeting.
Educational Tours/ Seminars	<ul style="list-style-type: none"> July 2022, August 2022: Several external groups with an interest in the OC Streetcar visited the area for tours (additional tour was provided to the American Society of Civil Engineers (ASCE)); briefing and tour of the downtown construction was provided to Mr. Eric Soskin, United States Inspector General. September 2022: American Planning Association California Chapter brought approx. 30 people to downtown Santa Ana for a walking tour. Women's Transportation Seminar (WTS) Mentoring Committee brought about 15 mentoring teams to Segment 5 for project briefing. October 2022: OCTA staff accompanied ASCE members for a tour of alignment, Safety and Public Awareness campaign will roll out next year, team went on alignment tour to better understand the physical aspects. November 2022: OCTA staff hosted a group of grad students from University of California, Irvine (UCI) to tour downtown. OCTA staff presented a project update to OC Senior Citizens Advisory Council. August 2023: Hosted tours for WTS Academy members, the Orange County Grand Jury members, and the Southern California Legislative Roundtable members. December 2023, November 2023: Staff hosted a briefing and tour in Segment 4 for UCI students. May 2024: Project tour for participants in OCTA's Early Career Academy program. August 2024, September 2024: OCTA provided a walking tour of downtown Santa Ana for members of the Railway Association of Southern California. February 2024: Hosted a tour with Southern California Association of Governments staff to discuss the benefits of the project and a presentation to the Artesia Pilar Neighborhood Association on February 25.

Note: The number of event attendees has been provided in all instances where this information was recorded.

Source: OC Streetcar Federal Transit Administration (FTA) Monthly Reports, 2022-2025

2.2 Bus Rail Interface Plan

OCTA initiated the Bus Rail Interface Plan to identify service improvements that will optimize transit services and facilitate seamless connections between bus and rail. The plan included recommendations ranging from service span and frequency adjustments to route elimination. Most changes are proposed for implementation in February 2026 prior to the OC Streetcar starting revenue service in March. The Bus Rail Interface Plan recommendations are summarized in Table 2.

Table 2. Bus Rail Interface Plan Recommendations

Route	Description	Recommendations
43	Fullerton to Costa Mesa via Harbor Boulevard	Extend Saturday evening span at 60-minute (min) frequency. Adjust trips on other days to meet Streetcar.
47	Fullerton to Balboa via Anaheim Boulevard / Fairview Street	Extend evening span on all days at 60 min. frequency. Extend morning span on Sundays.
53	Anaheim to Irvine via Main Street	Extend Saturday evening span at 60 min. frequency. Adjust trips on other days to meet Streetcar.
55	Santa Ana to Newport Beach via Standard Avenue / Bristol Street / Fairview Street / 17th Street	No changes recommended based on current ridership and projected Streetcar transfers.
57	Brea to Newport Beach via State College Boulevard / Bristol Street	Increase weekend peak and midday frequency to 15 min. Add additional weekday evening trips.
59	Anaheim to Irvine via Kraemer Boulevard / Glassell Street / Grand Avenue / Von Karman Avenue	Additional weekday evening trips and extend weekend evening and Sunday morning span.
60	Long Beach to Tustin via Westminster Avenue / 17th Street	Extend Saturday evening span at 40 min. frequency.
83	Anaheim to Laguna Hills via Interstate 5 (I-5) / Main Street	Extend weekday and Saturday spans at 60 min. Adjust Sunday trip time.
150	Santa Ana to Costa Mesa via Fairview Street / Flower Street	No changes recommended based on current ridership and projected Streetcar transfers.
543	Fullerton to Santa Ana via Harbor Boulevard	No Change. Stops will be served by Route 43 after 7:00 p.m.
553	Anaheim to Costa Mesa via Main Street / Katella Avenue	No Change. Stops will be served by Route 53 after 7:00 p.m.
560	Long Beach to Santa Ana Regional Transportation Center via Westminster Boulevard / 17th Street	No Change. Stops will be served by Route 60 after 6:45 p.m.
862	Downtown Santa Ana Shuttle via Civic Center Drive	Eliminate route with start of Streetcar service.

Source: Santa Ana – Garden Grove Streetcar Project, Bus Rail Interface Plan (2025)

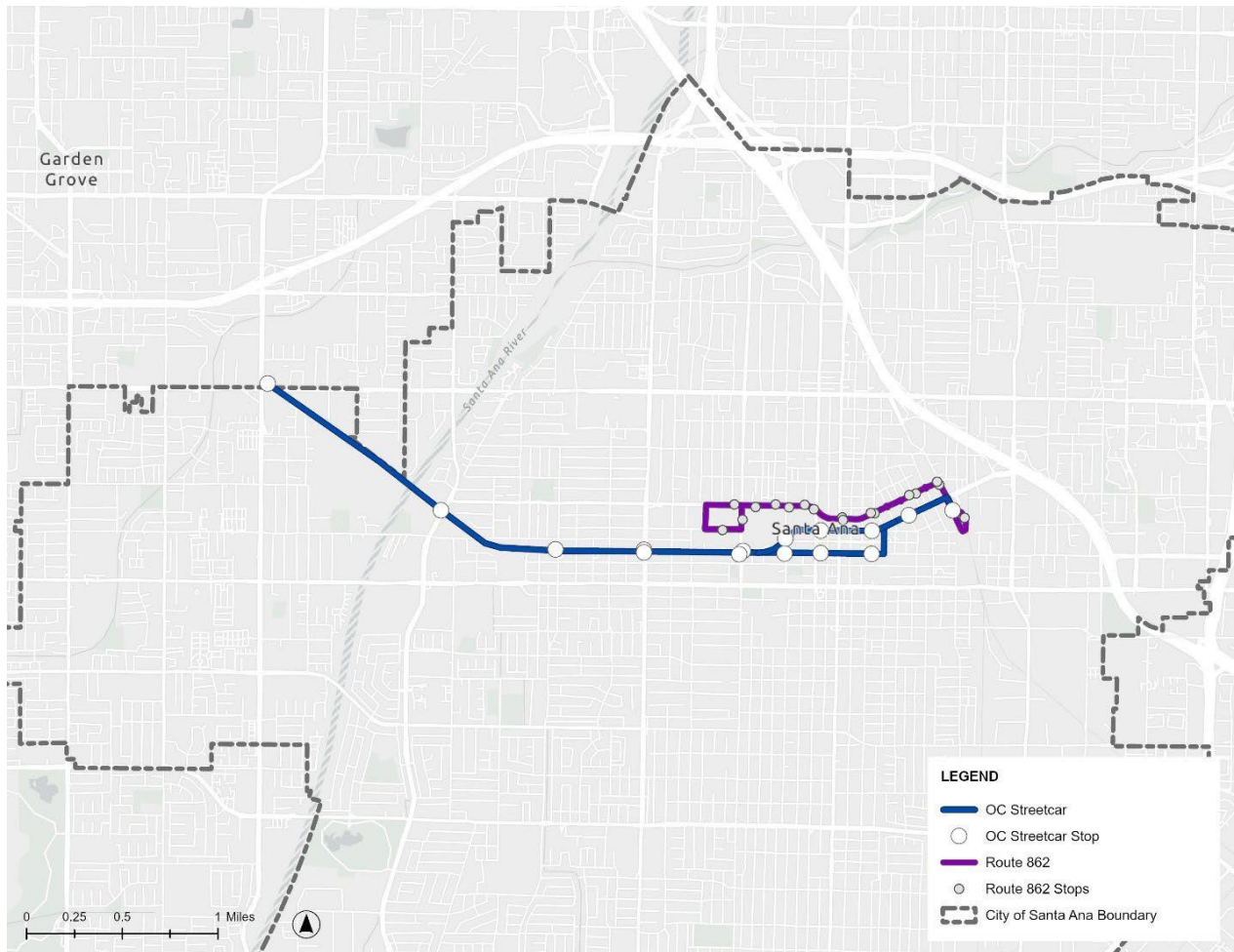
As summarized in Table 2, most of the proposed service changes expand hours of operation and/or improve frequency on bus services to better integrate with OC streetcar¹. The exception is Route 862, which is proposed for elimination. Route 862 emerged as a recommendation in the OCTA FY 2019-20 Bus Service Plan, which recommended restructuring bus service in the Santa Ana Civic Center area during construction of the OC Streetcar. This included implementing a new temporary Downtown Santa Ana Shuttle (Route 862) along Civic Center Drive, which it was noted would be discontinued upon opening of the OC Streetcar². The service was implemented in October 2019 with ten-minute peak / 20-minute off-peak service on weekdays and 20-minute service on weekends. Upon opening, OC Streetcar will provide a higher level of service compared to Route 862, with expanded operating hours, ten-minute all day peak frequencies and 15-minute off-peak and weekend frequencies. While the service span of the streetcar is slightly reduced Monday through Thursday as compared to Route 862, the service is more frequent, thereby resulting in more daily trips. The Route 862 and OC Streetcar alignments are illustrated in Figure 2. Operating characteristics for both routes are summarized in Table 3 and Table 4.

Results of a public survey regarding the elimination of Route 862 are provided in Section 2.3. As the elimination of Route 862 is considered a major service change under OCTA's Title VI Policy, a Title VI service evaluation was conducted and is documented in Section 4.0 of this report.

¹ As these changes do not meet the threshold to be considered major service changes, no public outreach is required.

² 07.22.19 Board Agenda – October 2019 and February 2020 Bus Service Plan

Figure 2. Route 862 & OC Streetcar



Source: OCTA, 2025; HDR, 2025

Table 3. Route 862 Operating Characteristics

Day Category	Service Hours	Peak Frequency (mins)	Off-Peak Frequency (mins)
Weekday	4:55 a.m. - 12:05 a.m.	10	15-25
Saturday	6:00 a.m. - 12:05 a.m.	20	20
Sunday	6:00 a.m. - 12:05 a.m.	20	20

Peak: 6:00 a.m. - 8:00 a.m.; 4:00 p.m. - 6:00 p.m. Off-Peak: all other hours

Source: www.octa.net; Effective May 11, 2025.

Table 4. OC Streetcar Operating Characteristics

Day Category	Service Hours	Peak Frequency (mins)	Off-Peak Frequency (mins)
Monday - Thursday	6:00 a.m. - 11:00 p.m.	10	15
Friday	6:00 a.m. - 1:00 a.m.	10	15
Saturday	6:00 a.m. - 1:00 a.m.	15	15
Sunday/Holiday	7:00 a.m. - 10:00 p.m.	15	15

Peak: 6:00 a.m. - 6:00 p.m. Off-Peak: 6:00 p.m. - end of service

Source: 2025 Bus Rail Interface Plan

2.3 Route 862 Discontinuation Public Involvement Plan

Route 862 was introduced in October 2019 to replace Route 462 and the discontinued segment of Route 83 during the OC Streetcar construction. This change was part of the proposed October 2019 and February 2020 Bus Service Plan, released in April 2019 and approved by the Board in July 2019. With the OC Streetcar scheduled to begin operation in Spring 2026, Route 862 will be discontinued, as its alignment will be replaced by the new OC Streetcar service. As the proposed elimination of Route 862 is considered as a major service change under OCTA's Service and Fare Change Evaluation Policy, OCTA staff developed and implemented a Public Involvement Plan (PIP).

The primary goal of the PIP is to gather public input about the proposed route elimination and to educate the public, especially key target audiences, about the availability, use, and benefits of the new OC Streetcar service before it begins revenue service in Summer 2026. A summary of the proposed PIP activities is provided in Table 5.

Table 5. Summary of Route 862 Discontinuation PIP Activities

Tactics	Description
Bus Communication	<ul style="list-style-type: none"> Brochure with a survey as seat drops on Route 862
Digital Information	<ul style="list-style-type: none"> Email blasts Public information on organic social media Digital toolkit
In-Person Rider Outreach	<ul style="list-style-type: none"> Bus ride-alongs on Route 862 SARTC
Community/Ethnic Events and Organizations	<ul style="list-style-type: none"> Attend meetings and events alongside OC Streetcar outreach team (movies/concerts at the park)
Community Meetings	<ul style="list-style-type: none"> 7/10 OC Streetcar Safety - Washington Square Neighborhood Association 7/24 Santa Ana Chamber of Commerce
Customer Roundtable	<ul style="list-style-type: none"> Virtual Community Meetings (early September)
Local Jurisdiction Communications	<ul style="list-style-type: none"> Provide materials to the City of Santa Ana

Tactics	Description
Advisory Committee Meetings	<ul style="list-style-type: none"> To be determined
Public Survey	<ul style="list-style-type: none"> Online survey distributed via email and social media Print survey available on Route 862 with seat-drops, ride-alongs, and shared at community and outreach events
Public Hearing	<ul style="list-style-type: none"> January 2026 – OCTA Headquarters

Note: All materials will be provided in English, Spanish and Vietnamese. Materials in other languages provided upon request.

Results of Public Involvement Plan Survey

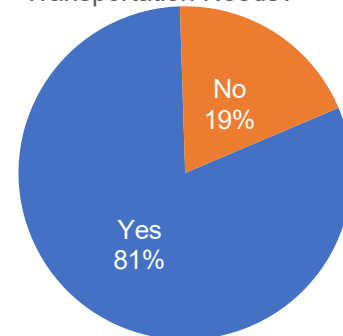
The key mechanism for gathering customer feedback was a public survey, available online and in print, conducted from July to August 2025. To ensure accessibility across area demographics, the survey was offered in four languages: English, Spanish, Vietnamese, and Mandarin. A total of 277 survey responses were collected. The survey was distributed to gather feedback from the public on the elimination of Route 862 and the OC Streetcar. From the 277 responses that were collected, approximately 145 survey respondents reported using Route 862 on a regular basis (with 42 percent riding daily and 26 percent riding weekly). Feedback from active Route 862 riders shared current rider perspectives on the proposed discontinuation of Route 862. The survey results are considered informal and qualitative rather than statistically significant, as the sample size is small, and participants were self-selected.

Respondents noted a high level of interest (59 percent of respondents) in using OC Bus and/or OC Streetcar fares interchangeably on both services. Approximately 81 percent of Route 862 riders responded that the OC Streetcar will meet their transportation needs after Route 862 is discontinued, while 19 percent responded that it would not meet their needs.

Some common themes emerged from the comments of the respondents who did not think OC Streetcar would meet their transportation needs, some of which may be addressed with additional public information:

- OC Streetcar stops not near trip destinations (ten percent of all comments): Respondents were concerned that OC Streetcar stop locations would be further away or less convenient. Note that the OC Streetcar route is parallel to Route 862, with

Will OC Streetcar Meet Your Transportation Needs?



136 total Route 862 rider respondents

the further distance being approximate 0.25 mile (five-minute walk) and most stops being between 0.1 and 0.2 miles (two to four-minute walk) from existing stops.

- Preference for OC Bus over OC Streetcar (four percent): Respondents indicated they preferred OC Bus to OC Streetcar but provided no specific reasons.
- Concerns about fare increase due to the implementation of OC Streetcar (one percent): Respondents were speculating that fares would increase with the introduction of

OC Streetcar. There is no change to existing fares, and the OC Bus and OC Streetcar fares may be used interchangeably.

- Concerns about the connectivity of OC Streetcar to Metrolink (one percent): The OC Streetcar route connects directly to SARTC. The OC Streetcar will run every ten minutes during peak hours (6 a.m. to 6 p.m.), which is an improvement from existing Route 862 frequency.

The results of the PIP were provided to the OC Streetcar project team and Rail Operations for consideration. The feedback gathered will help inform operations and suggest future outreach and educational campaign opportunities prior to OC Streetcar starting revenue service.

2.4 Title VI Fare Equity Analysis of the Wave Card Fare Media

OCTA recently conducted the Title VI Fare Equity Analysis of the Wave Card Fare Media to evaluate proposed changes to OCTA's fare policy as part of the implementation of the Rider Validation System in FY 2026. These changes include:

- Introduction of an OCTA-branded WAVE smart card for fare payment, replacing mag-stripe paper passes.
- Reduction of the day pass price for all users from \$5.00 to \$4.50 for full fare (\$1.50 to \$1.35 for reduced fare) with day passes replaced with daily fare capping.
- Replacement of period passes (one and 30-day) with day and calendar month fare capping using stored value.
- Introduction of free two-hour transfer for WAVE and mobile stored value riders.
- Replacement of the current retail network with a new third-party vendor network.

The analysis was conducted using data from OCTA's 2024 Origin/Destination (O/D) Survey, 2024 OCTA Mobile Ticketing Data for November 2024, and the US Census Bureau's American Community Survey (ACS). Key findings from the Title VI Fare Equity Analysis of the Wave Card Fare Media include:

- **Introduction of the WAVE smart card:** While the introduction of the WAVE smartcard will provide comparable, if not improved, fare product purchase options for users, the elimination of the option to purchase magnetic-stripe day passes on the bus is an adverse impact to riders using this fare payment option as there will be no equivalent ability to purchase Wave media or fare products on board vehicles. However, low-income riders will not bear the burden in excess of the ten percent threshold that triggers a disproportionate burden to low-income riders. Therefore, there is no disproportionate burden.
- **Reduction of the day pass price:** All rider groups benefit from the price reduction in exact proportion to their use of the product. Therefore, there is no disproportionate burden.
- **Introduction of fare capping:** The benefits of fare capping accrue almost equally to all rider groups. Fare capping ensures that all riders, regardless of income level, pay the lowest possible fare for their trips, mitigating financial strain for frequent riders. Therefore, there is no disproportionate burden.



- **Introduction of two-hour transfers:** The introduction of a two-hour transfer policy accrues almost equally to all rider groups. Therefore, there is no or disproportionate burden.
- **New smart card retail network:** The current retail network is deficient on locations in low-income areas using the stricter definition of “low-income”. The new retail network adds not only 360 locations (478 total) but also has better distribution in minority and low-income areas. Therefore, there is no disproportionate burden.

While the OC Streetcar fare was not specifically evaluated as part of the analysis, it was disclosed that the fare changes would be applicable to streetcar as it will feature the same fare structure and policies as other fixed-route services included in the analysis. Additionally, it will provide a one-seat ride to a greater number of destinations between the SARTC and the City of Garden Grove as compared to the existing Route 862. As such, implementation of the OC Streetcar fare would not result in a disproportionate burden on low-income populations. Additional details on the evaluation of the OC Streetcar fare are provided in Section 5.0.

3.0 Title VI Compliance

3.1 Title VI of the Civil Rights Act of 1964

Title VI, 42 U.S.C. § 2000d et seq, was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination based on race, color, and national origin, including the denial of meaningful access for LEP persons, in programs and activities receiving federal financial assistance. Compliance with Title VI of the Civil Rights Act of 1964 is a federal mandate for all public service agencies. Title VI applies to all aspects of the services provided by OCTA, which must be provided regardless of race, color, or national origin.

In December 2025, the U.S. Department of Justice (DOJ) amended its Title VI regulations to eliminate disparate-impact liability, clarifying that DOJ enforcement is limited to cases involving intentional discrimination based on race, color, or national origin. The update narrows the federal enforcement standard while leaving intact other agency policies and guidance related to equity and environmental justice considerations. As a result, Title VI analyses should emphasize documenting neutral, nondiscriminatory decision-making processes and the absence of discriminatory intent, while continuing to assess equity considerations as a planning and transparency practice consistent with Federal Transit Administration guidance.

Circular 4702.1B provides recipients of FTA financial assistance guidance and instructions necessary to carry out United States Department of Transportation Title VI regulations. Chapter IV of the Circular outlines specific requirements for fixed route transit providers to evaluate service and fare changes. The analysis methodologies used in this report comply with these requirements and guidelines.

3.2 OCTA's Title VI Plan

OCTA operates all of its services, programs, and activities without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964. OCTA is committed to ensuring that no person is excluded from participation in or denied the benefits of its services based on race, color, or national origin as protected by Title VI. OCTA's Title VI policy and complaint process is detailed on the [agency website](#).

3.2.1. Service and Fare Change Evaluation Policy

OCTA established its *Service and Fare Change Evaluation Policy* to determine when equity evaluations should occur. Per the policy, activities defined as major service changes and all fare changes including fare media require a Title VI equity analysis. As defined in the policy, "a major service change is defined as a numerical standard, as expressed by the distribution of routes as measured against the existing level of service." According to the policy, major service changes meet at least one of the following criteria:

- **Route Alignment Reduction or Elimination:** reducing an existing route by more than 50 percent of directional route miles or reducing an existing route by more than 50 percent of bus stops.

- **Route Alignment Extension or New Route:** adding a new route or a route segment that increases directional route miles of an existing route by more than 50 percent and when more than 50 percent of the new service bus stops are along currently unserved street segments.
- **Route-Level Service Hour Change:** increase or decrease of the following levels of service on a route within 12-months: weekday Service increase or decrease of 25 percent or more annualized vehicle revenue hours or weekend service increase or decrease of 25 percent or more annualized vehicle revenue hours.
- **System-Wide Service Hour Change:** Increase or decrease of 25 percent of annualized vehicle revenue hours for all routes within 12-months.

Regarding fare changes, the policy states that all fare increases or reductions are considered a fare change with the following exceptions:

- Free fare or reduced fare promotions of less than 60 days.
- Seasonal passes and fares which have been reviewed for equity previously at the same proposed rate.

According to OCTA's policy, the following thresholds are used to determine when a service change would have an applicable impact or burden:

- **Route Alignment Reduction or Elimination:** if the resulting alignment of a route alignment reduction serves a lower percentage of minority and/or low-income population than the existing route alignment service coverage or if an identified low-income and/or minority route is eliminated.
- **Route Alignment Extension or New Route:** If a new route alignment after the proposed alignment extension serves a lower percentage of minority and/or low-income population than the average minority and/or low-income population for the entire service area or if a new route serves a lower percentage of minority and/or low-income population than the average minority and/or low-income population for the entire service area.
- **Route-Level Service Hour Change:** If a proposed route level headway for a minority and/or low-income route is longer than the average headway for non-minority and/or non-low-income routes for the same service type and time period or if a proposed route level headway for a non-minority and/or non-low-income route is shorter than the average headway for minority and/or low-income routes for the same service type and time period.
- **System-Wide Service Hour Change:** If the proposed average systemwide headways for minority and/or low-income routes is longer than the average systemwide headways for non-minority and/or non-low-income route for the same service type and time period or if the proposed average systemwide headways for non-minority and/or non-low-income routes is shorter than the average headway for minority and/or low-income routes for the same service type and time period.

Regarding fare changes, the policy states that applicable impacts or burdens "...will only be considered if the increase in fare product for minority and/or low-income populations is greater than ten percent compared to non-minority and/or low-income populations."

4.0 Title VI Service Evaluation

The purpose of this analysis is to document the demographic context of Route 862 and the OC Streetcar service area and to confirm that the elimination of Route 862 and implementation of the OC Streetcar were developed through a neutral, nondiscriminatory planning process consistent with Title VI of the Civil Rights Act of 1964. This section also provides contextual equity information to support transparent decision-making and evaluate potential considerations for minority and low-income populations in accordance with current Federal Transit Administration policy.

4.1 Equity Demographic Analysis

An analysis of demographic characteristics for Route 862 and the OC Streetcar was completed using ACS 2019-2023 five-year estimates. Minority³ and low-income⁴ populations were analyzed for all census block groups (BG) that fell within a half mile of the Route 862 and OC Streetcar alignments and compared to Orange County as a whole. The results of this analysis are detailed in the following sections. (**Note:** The Map ID numbers in the tables correspond to the block group labels in the maps.)

4.1.1. Minority Population

Minority population data was derived from Census Table B03002. For the purposes of this analysis, minority population was defined as the total population minus the non-Hispanic, white-only population. As summarized in Table 6 and illustrated in Figure 3, all of the block groups that fall with a half mile of Route 862 have a high higher share of minority populations than Orange County (36 out of 36 block groups, or 100.0 percent). As such, Route 862 is considered a minority transit route per OCTA's Service and Fare Change Evaluation Policy. Taken as a whole, minority populations account for 93.5 percent of the total population of block groups within a half mile of Route 862, compared to 63.6 percent for the County.

Table 6. Route 862: Minority Population

Map ID	Geography	Total Population	Minority Population		Minority Block Group
			Number	Percent	
1	CT 74405, BG 1	2,165	2,122	98.0%	Yes
2	CT 74405, BG 2	3,354	2,793	83.3%	Yes
3	CT 74405, BG 3	1,277	1,262	98.8%	Yes
4	CT 74406, BG 1	1,345	1,258	93.5%	Yes
5	CT 74406, BG 2	1,105	1,062	96.1%	Yes
6	CT 74406, BG 3	402	393	97.8%	Yes
7	CT 74406, BG 4	941	901	95.7%	Yes
8	CT 74501, BG 1	2,185	2,170	99.3%	Yes
9	CT 74601, BG 2	1,034	984	95.2%	Yes
10	CT 74602, BG 1	1,398	1,371	98.1%	Yes
11	CT 74602, BG 2	1,667	1,594	95.6%	Yes
12	CT 74801, BG 1	1,081	1,042	96.4%	Yes



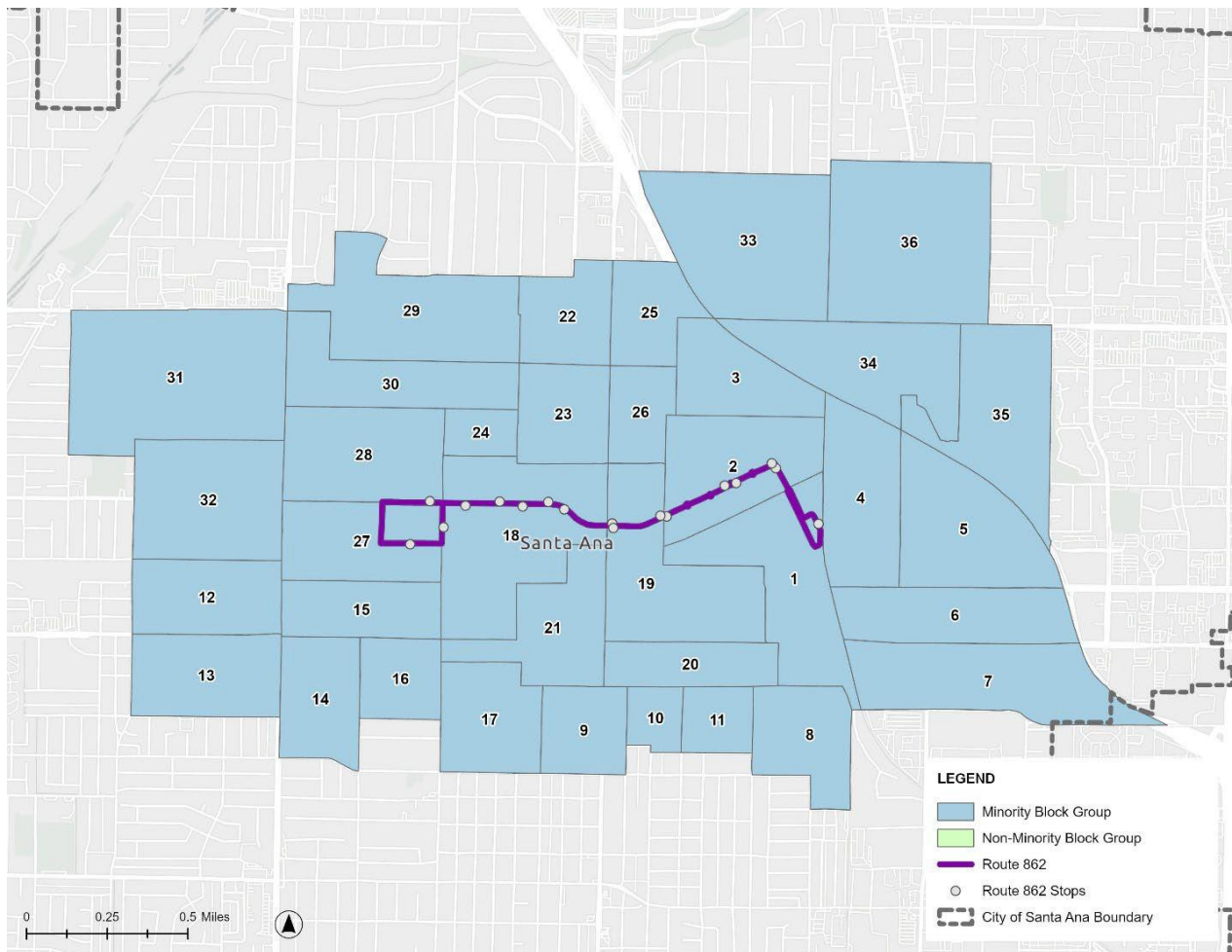
13	CT 74801, BG 2	1,499	1,449	96.7%	Yes
14	CT 74901, BG 1	1,219	1,205	98.9%	Yes
15	CT 74901, BG 2	2,024	1,993	98.5%	Yes
16	CT 74901, BG 3	872	860	98.6%	Yes
17	CT 74901, BG 4	2,225	2,187	98.3%	Yes
18	CT 75002, BG 1	1,428	1,317	92.2%	Yes
19	CT 75002, BG 2	2,123	2,007	94.5%	Yes
20	CT 75002, BG 3	3,516	3,516	100.0%	Yes
21	CT 75002, BG 4	980	761	77.7%	Yes
22	CT 75003, BG 1	1,405	1,335	95.0%	Yes
23	CT 75003, BG 2	3,146	3,028	96.2%	Yes
24	CT 75003, BG 3	2,784	2,775	99.7%	Yes
25	CT 75004, BG 1	2,716	2,643	97.3%	Yes
26	CT 75004, BG 2	2,050	1,997	97.4%	Yes
27	CT 75100, BG 1	2,596	2,146	82.7%	Yes
28	CT 75100, BG 2	1,849	1,541	83.3%	Yes
29	CT 75100, BG 3	2,920	2,647	90.7%	Yes
30	CT 75100, BG 4	1,467	1,362	92.8%	Yes
31	CT 75202, BG 1	3,189	3,125	98.0%	Yes
32	CT 75202, BG 2	2,732	2,676	98.0%	Yes
33	CT 75401, BG 2	2,526	1,717	68.0%	Yes
34	CT 75403, BG 2	1,199	1,091	91.0%	Yes
35	CT 75403, BG 4	1,912	1,763	92.2%	Yes
36	CT 75404, BG 3	923	769	83.3%	Yes
	All BGs within 1/2 mile	67,254	62,862	93.5%	-
-	Orange County	3,135,755	1,994,924	63.6%	-

Source: 2023 ACS 5-Year Estimates, Table B03002

³ Minority population is defined as the total population minus the non-Hispanic, white-only population.

⁴ Defined as the population at or below 100 percent of the poverty level as determined by the U.S. Department of Health and Human Services.

Figure 3. Route 862: Minority Population



Source: 2023 ACS 5-Year Estimates, Table B03002; OCTA, 2025.

Minority population data was also reviewed along the OC Streetcar alignment. As with Route 862, all of the block groups within a half mile of the OC Streetcar alignment have a high higher share of minority populations than Orange County (53 out of 53 block groups, or 100.0 percent. See Table 7 and Figure 4). As such, OC Streetcar is considered a minority transit route per OCTA's Service and Fare Change Evaluation Policy. Taken as a whole, minority populations account for 94.9 percent of the total population of block groups within a half mile of OC Streetcar, compared to 63.6 percent for the county.



Table 7. OC Streetcar: Minority Population

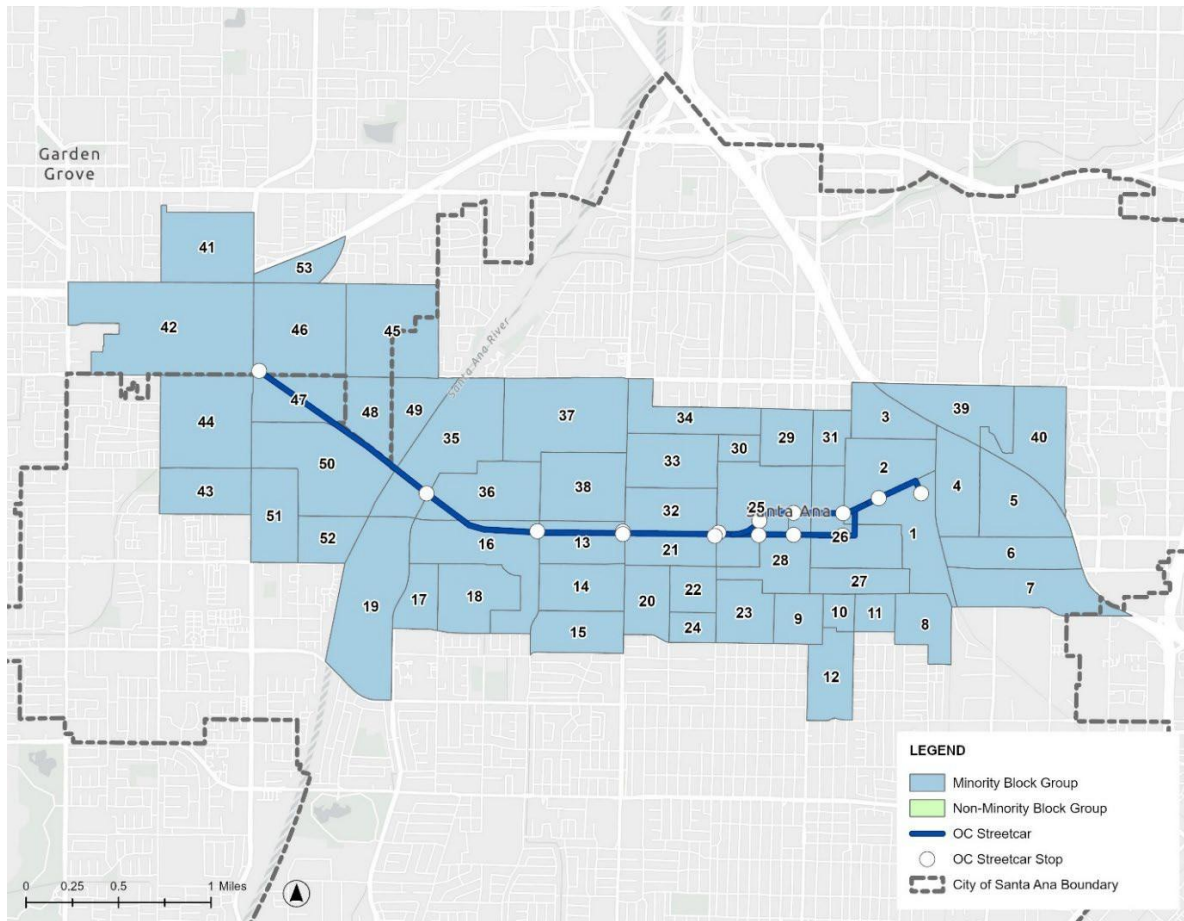
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9	CT 74601, BG 2	1,034	984	95.2%	Yes
10	CT 74602, BG 1	1,398	1,371	98.1%	Yes
11	CT 74602, BG 2	1,667	1,594	95.6%	Yes
12	CT 74602, BG 3	1,694	1,599	94.4%	Yes
13	CT 74801, BG 1	1,081	1,042	96.4%	Yes
14	CT 74801, BG 2	1,499	1,449	96.7%	Yes
15	CT 74801, BG 3	2,557	2,523	98.7%	Yes
16	CT 74802, BG 1	1,750	1,745	99.7%	Yes
17	CT 74802, BG 2	1,184	1,177	99.4%	Yes
18	CT 74802, BG 3	2,467	2,467	100.0%	Yes
19	CT 74803, BG 1	5,261	5,206	99.0%	Yes
20	CT 74901, BG 1	1,219	1,205	98.9%	Yes
21	CT 74901, BG 2	2,024	1,993	98.5%	Yes
22	CT 74901, BG 3	872	860	98.6%	Yes
23	CT 74901, BG 4	2,225	2,187	98.3%	Yes
24	CT 74901, BG 5	2,386	2,386	100.0%	Yes
25	CT 75002, BG 1	1,428	1,317	92.2%	Yes
26	CT 75002, BG 2	2,123	2,007	94.5%	Yes
27	CT 75002, BG 3	3,516	3,516	100.0%	Yes
28	CT 75002, BG 4	980	761	77.7%	Yes
29	CT 75003, BG 2	3,146	3,028	96.2%	Yes
30	CT 75003, BG 3	2,784	2,775	99.7%	Yes
31	CT 75004, BG 2	2,050	1,997	97.4%	Yes
32	CT 75100, BG 1	2,596	2,146	82.7%	Yes
33	CT 75100, BG 2	1,849	1,541	83.3%	Yes
34	CT 75100, BG 4	1,467	1,362	92.8%	Yes
35	CT 75201, BG 1	3,817	3,811	99.8%	Yes
36	CT 75201, BG 2	1,634	1,618	99.0%	Yes
37	CT 75202, BG 1	3,189	3,125	98.0%	Yes
38	CT 75202, BG 2	2,732	2,676	98.0%	Yes
39	CT 75403, BG 2	1,199	1,091	91.0%	Yes
40	CT 75403, BG 4	1,912	1,763	92.2%	Yes



Map ID	Geography	Total Population	Minority Population		Minority Block Group
			Number	Percent	
41	CT 88501, BG 3	1,561	1,360	87.1%	Yes
42	CT 89003, BG 2	2,364	2,238	94.7%	Yes
43	CT 89004, BG 1	1,959	1,870	95.5%	Yes
44	CT 89004, BG 2	3,281	2,619	79.8%	Yes
45	CT 89102, BG 1	2,744	2,488	90.7%	Yes
46	CT 89102, BG 3	2,444	2,007	82.1%	Yes
47	CT 89104, BG 1	950	857	90.2%	Yes
48	CT 89104, BG 2	3,430	3,374	98.4%	Yes
49	CT 89104, BG 3	527	527	100.0%	Yes
50	CT 89105, BG 1	1,445	1,386	95.9%	Yes
51	CT 89105, BG 2	2,497	2,428	97.2%	Yes
52	CT 89105, BG 3	1,968	1,866	94.8%	Yes
53	CT 89106, BG 2	1,461	1,451	99.3%	Yes
-	All BGs within 1/2 mile	106,145	100,754	94.9%	-
-	Orange County	3,135,755	1,994,924	63.6%	-

Source: 2023 ACS 5-Year Estimates, Table B03002

Figure 4. OC Streetcar: Minority Population



Source: 2023 ACS 5-Year Estimates, Table B03002; OCTA, 2025.

4.1.2. Low-Income Population

Low-income population data was derived from Census Table B17021. For the purposes of this analysis, low-income was defined as the population at or below 100 percent of the poverty level as determined by the U.S. Department of Health and Human Services. As summarized in Table 8 and Figure 5, a majority of the block groups that fall within a half mile of Route 862 have a higher share of low-income populations than Orange County (23 out of 36 block groups, or 63.9 percent). Taken as a whole, low-income populations account for 15.2 percent of the total population of block groups within a half mile of Route 862, compared to 9.5 percent for the County.

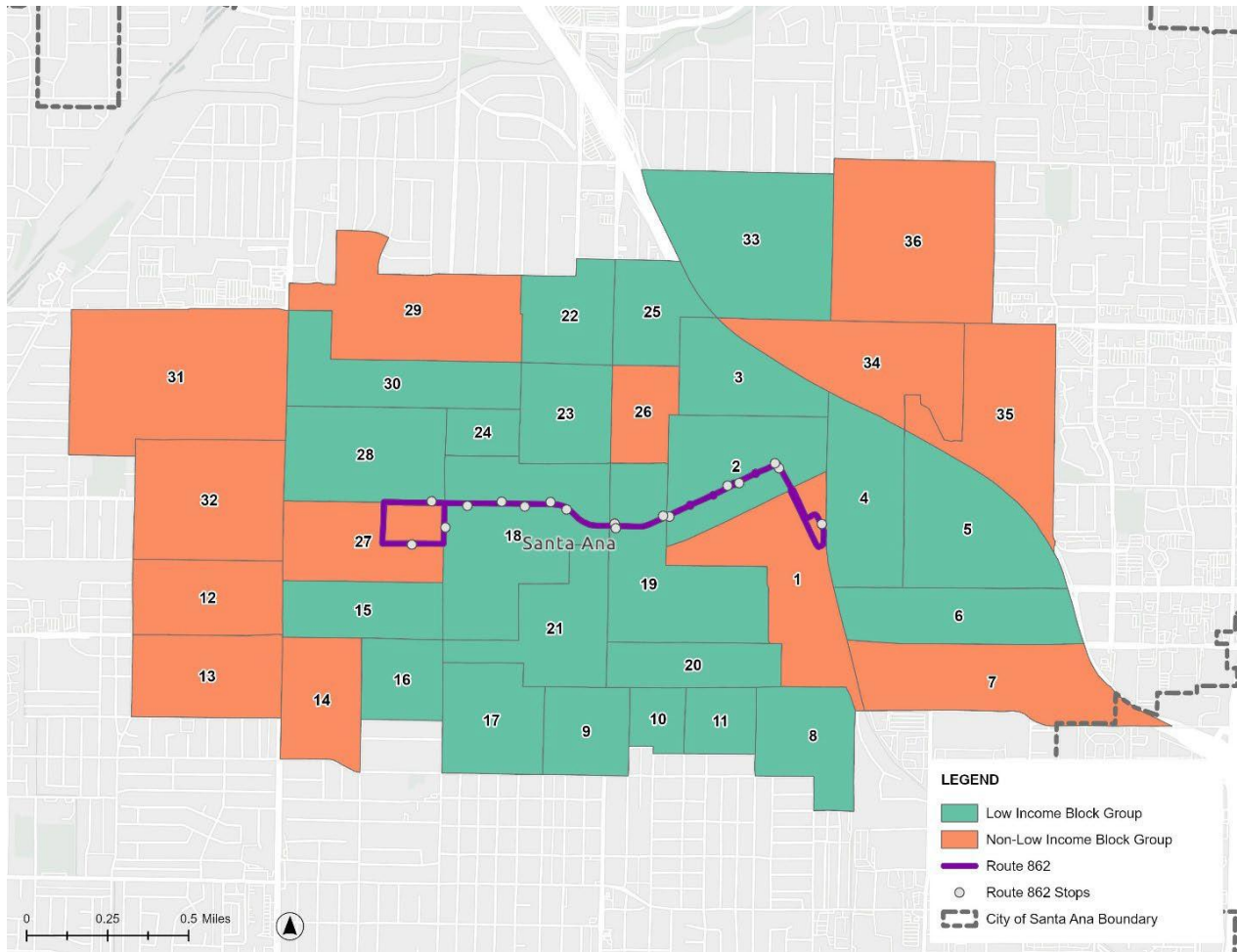
Table 8. Route 862: Low-Income Population

Map ID	Geography	Population for whom Poverty Status is Determined ¹	Low-Income Population		Poverty Block Group
			Number	Percent	
1	CT 74405, BG 1	2,136	159	7.4%	No
2	CT 74405, BG 2	3,308	598	18.1%	Yes
3	CT 74405, BG 3	1,277	404	31.6%	Yes
4	CT 74406, BG 1	1,325	186	14.0%	Yes
5	CT 74406, BG 2	1,105	196	17.7%	Yes
6	CT 74406, BG 3	402	39	9.7%	Yes
7	CT 74406, BG 4	941	55	5.8%	No
8	CT 74501, BG 1	2,185	362	16.6%	Yes
9	CT 74601, BG 2	1,021	187	18.3%	Yes
10	CT 74602, BG 1	1,386	344	24.8%	Yes
11	CT 74602, BG 2	1,667	472	28.3%	Yes
12	CT 74801, BG 1	1,081	83	7.7%	No
13	CT 74801, BG 2	1,499	39	2.6%	No
14	CT 74901, BG 1	1,219	7	0.6%	No
15	CT 74901, BG 2	2,024	486	24.0%	Yes
16	CT 74901, BG 3	872	101	11.6%	Yes
17	CT 74901, BG 4	2,225	594	26.7%	Yes
18	CT 75002, BG 1	1,428	536	37.5%	Yes
19	CT 75002, BG 2	2,123	276	13.0%	Yes
20	CT 75002, BG 3	3,516	556	15.8%	Yes
21	CT 75002, BG 4	980	257	26.2%	Yes
22	CT 75003, BG 1	1,384	269	19.4%	Yes
23	CT 75003, BG 2	3,014	1,012	33.6%	Yes
24	CT 75003, BG 3	2,728	740	27.1%	Yes
25	CT 75004, BG 1	2,716	258	9.5%	Yes
26	CT 75004, BG 2	2,050	113	5.5%	No
27	CT 75100, BG 1	1,295	34	2.6%	No
28	CT 75100, BG 2	1,813	366	20.2%	Yes
29	CT 75100, BG 3	2,737	172	6.3%	No
30	CT 75100, BG 4	1,467	268	18.3%	Yes
31	CT 75202, BG 1	3,189	134	4.2%	No
32	CT 75202, BG 2	2,732	85	3.1%	No
33	CT 75401, BG 2	2,526	461	18.3%	Yes
34	CT 75403, BG 2	1,176	64	5.4%	No
35	CT 75403, BG 4	1,896	31	1.6%	No
36	CT 75404, BG 3	923	3	0.3%	No
-	All BGs within 1/2 mile	65,366	9,947	15.2%	-
-	Orange County	3,125,637	296,493	9.5%	-

¹ Defined as the population for whom poverty status is determined by the Census Bureau. Excludes persons living in college dormitories and institutional group quarters.

Source: 2023 ACS 5-Year Estimates, Table B17021

Figure 5. Route 862: Low-Income Population



Source: 2023 ACS 5-Year Estimates, Table B17021; OCTA, 2025.

Low-income population data was also reviewed along the OC Streetcar alignment. As with Route 862, a majority of the block groups within a half mile of the OC Streetcar alignment have a higher share of low-income populations than Orange County (36 out of 53 block groups, or 67.9 percent. See Table 9 and Figure 6). Taken as a whole, low-income populations account for 14.8 percent of the total population of block groups within a half mile of OC Streetcar, compared to 9.5 percent for the County.

Table 9. OC Streetcar: Low-Income Population



Map ID	Geography	Population for whom Poverty Status is Determined ¹	Low-Income Population		Poverty Block Group
			Number	Percent	
1	CT 74405, BG 1	2,136	159	7.4%	No
2	CT 74405, BG 2	3,308	598	18.1%	Yes
3	CT 74405, BG 3	1,277	404	31.6%	Yes
4	CT 74406, BG 1	1,325	186	14.0%	Yes
5	CT 74406, BG 2	1,105	196	17.7%	Yes
6	CT 74406, BG 3	402	39	9.7%	Yes
7	CT 74406, BG 4	941	55	5.8%	No
8	CT 74501, BG 1	2,185	362	16.6%	Yes
9	CT 74601, BG 2	1,021	187	18.3%	Yes
10	CT 74602, BG 1	1,386	344	24.8%	Yes
11	CT 74602, BG 2	1,667	472	28.3%	Yes
12	CT 74602, BG 3	1,694	114	6.7%	No
13	CT 74801, BG 1	1,081	83	7.7%	No
14	CT 74801, BG 2	1,499	39	2.6%	No
15	CT 74801, BG 3	2,557	148	5.8%	No
16	CT 74802, BG 1	1,747	177	10.1%	Yes
17	CT 74802, BG 2	1,184	198	16.7%	Yes
18	CT 74802, BG 3	2,467	490	19.9%	Yes
19	CT 74803, BG 1	5,218	671	12.9%	Yes
20	CT 74901, BG 1	1,219	7	0.6%	No
21	CT 74901, BG 2	2,024	486	24.0%	Yes
22	CT 74901, BG 3	872	101	11.6%	Yes
23	CT 74901, BG 4	2,225	594	26.7%	Yes
24	CT 74901, BG 5	2,359	161	6.8%	No
25	CT 75002, BG 1	1,428	536	37.5%	Yes
26	CT 75002, BG 2	2,123	276	13.0%	Yes
27	CT 75002, BG 3	3,516	556	15.8%	Yes
28	CT 75002, BG 4	980	257	26.2%	Yes
29	CT 75003, BG 2	3,014	1,012	33.6%	Yes
30	CT 75003, BG 3	2,728	740	27.1%	Yes
31	CT 75004, BG 2	2,050	113	5.5%	No
32	CT 75100, BG 1	1,295	34	2.6%	No
33	CT 75100, BG 2	1,813	366	20.2%	Yes
34	CT 75100, BG 4	1,467	268	18.3%	Yes
35	CT 75201, BG 1	3,817	502	13.2%	Yes
36	CT 75201, BG 2	1,634	81	5.0%	No
37	CT 75202, BG 1	3,189	134	4.2%	No
38	CT 75202, BG 2	2,732	85	3.1%	No
39	CT 75403, BG 2	1,176	64	5.4%	No
40	CT 75403, BG 4	1,896	31	1.6%	No

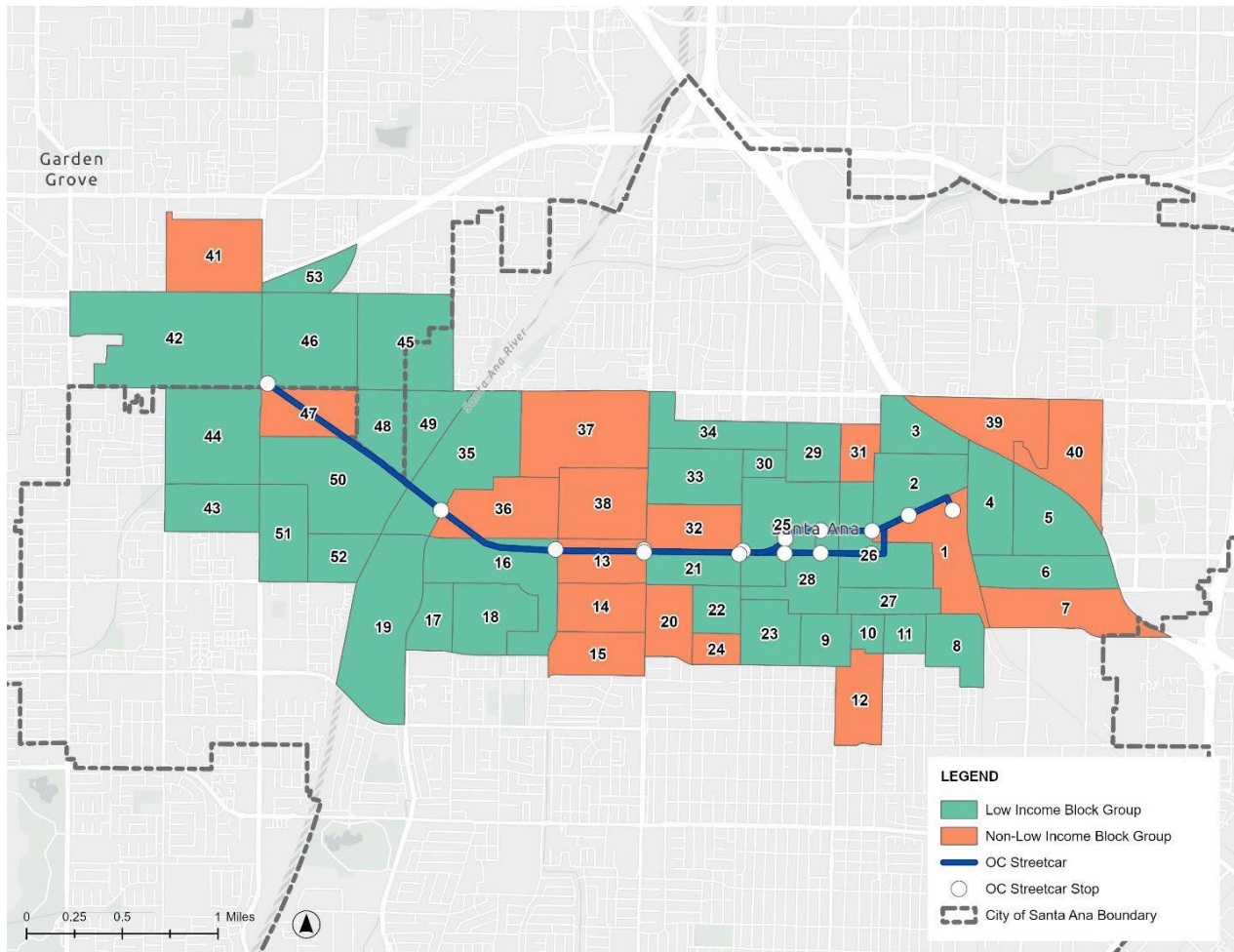


Map ID	Geography	Population for whom Poverty Status is Determined ¹	Low-Income Population		Poverty Block Group
			Number	Percent	
41	CT 88501, BG 3	1,561	145	9.3%	No
42	CT 89003, BG 2	2,364	471	19.9%	Yes
43	CT 89004, BG 1	1,959	261	13.3%	Yes
44	CT 89004, BG 2	3,281	318	9.7%	Yes
45	CT 89102, BG 1	2,737	280	10.2%	Yes
46	CT 89102, BG 3	2,341	506	21.6%	Yes
47	CT 89104, BG 1	950	0	0.0%	No
48	CT 89104, BG 2	3,430	847	24.7%	Yes
49	CT 89104, BG 3	527	129	24.5%	Yes
50	CT 89105, BG 1	1,422	251	17.7%	Yes
51	CT 89105, BG 2	2,497	476	19.1%	Yes
52	CT 89105, BG 3	1,968	253	12.9%	Yes
53	CT 89106, BG 2	1,461	174	11.9%	Yes
-	All BGs within 1/2 mile	104,255	15,437	14.8%	-
-	Orange County	3,125,637	296,493	9.5%	-

¹ Defined as the population for whom poverty status is determined by the Census Bureau. Excludes persons living in college dormitories and institutional group quarters.

Source: 2023 ACS 5-Year Estimates, Table B17021

Figure 6. OC Streetcar: Low-Income Population



Source: 2023 ACS 5-Year Estimates, Table B17021; OCTA, 2025

4.1.3. Summary of Findings

The results of the equity demographic analysis indicate the OC Streetcar alignment will effectively serve the same percentage of minority and low-income population as the existing Route 862 alignment, but provides direct transit access to a greater number of people and destinations. As summarized in Table 10, 100 percent of the block groups within a half mile of the OC Streetcar alignment are minority block groups, which is consistent with the Route 862 alignment (94.9 percent of the total block group population is minority for streetcar vs 93.5 percent for Route 862). Similarly, 67.9 percent of the block groups within a half mile of the OC Streetcar alignment are low-income block groups, versus 63.9 percent for Route 862 (14.8 percent of the total block group population is low-income for streetcar vs 15.2 percent for Route 862).



Table 10. Route 862 and OC Streetcar Demographic Comparison

Route	Percent Minority Block Groups	Percent Minority Population	Percent Low-Income Block Groups	Percent Low-Income Population
Route 862	100.0%	93.5%	63.9%	15.2%
OC Streetcar	100.0%	94.9%	67.9%	14.8%

Note: Figures are for block groups within a half mile of the respective route alignment.

Source: 2023 ACS 5-Year Estimates, Tables B03002 & B17021; OCTA, 2025

5.0 Title VI Fare Equity Analysis

This section provides a review of fare payment characteristics and passenger demographics for Route 862 using data from OCTA's 2024 Origin–Destination (O/D) Survey and the U.S. Census Bureau's American Community Survey (ACS). Because the OC Streetcar will operate using the same fare structure as Route 862 and all local fixed-route services previously evaluated in the Title VI Fare Equity Analysis of the Wave Card Fare Media (2025), a separate fare equity analysis is not required for the introduction of the OC Streetcar. However, OCTA conducted a review of passenger demographics and fare payment characteristics on Route 862 to document the demographic context of riders most likely to transition to the OC Streetcar and to confirm that implementation of the streetcar fare was developed through a neutral, nondiscriminatory decision-making process consistent with Title VI of the Civil Rights Act of 1964. This review also supports evaluation of potential equity considerations for low-income populations in accordance with Federal Transit Administration policy. Should OCTA adjust the streetcar fare structure in the future, a formal Title VI fare equity analysis would be conducted at that time.

5.1 Methodology

Two primary data sources were utilized for the fare equity analysis: OCTA's 2024 O/D Survey and the ACS. The O/D Survey provided information on passengers' race/ethnicity status and household income. In effort to determine low-income status using the household income ranges in the O/D data, the same methodology that was utilized in the Title VI Fare Equity Analysis of the Wave Card Fare Media was used here. Briefly described, this included the following steps:

- As OCTA defines "low-income" as 80 percent or less of the national per capita income in its Service and Fare Equity Policy, this ratio was applied to the national per capita income of \$43,313 (per ACS 2023 one-year estimates, Table S1902) to determine the low-income threshold of \$34,650.
- The O/D household income ranges were then divided by the national average household size of 2.49, per ACS 2023 one-year estimates, Table S1101 (Table 11).
- The maximum per capita value of \$34,136 in the \$65,000-\$84,999 household income range most closely matches the established low-income threshold of \$34,650. Therefore, the first five household income ranges from the O/D study were classified as low-income.

Table 11. Household Income to Per Capita Income Conversion

Household Income Range (2024 O/D Survey)	Calculated per Capita Income Range
\$0 - \$9,999	\$0 - \$4,015
\$10,000 - \$24,999	\$4,016 - \$10,039
\$25,000 - \$29,999	\$10,040 - \$12,047
\$30,000 - \$64,999	\$12,048 - \$26,104
\$65,000 - \$84,999	\$26,105 - \$34,136
\$85,000 - \$99,000	\$34,137 - \$39,759

Over \$100,000	Over \$39,760
Other or no answer	Other or no answer

Note: Assumes national average household size of 2.49, per ACS 2023 1-year estimates

Sources: OCTA 2024 O/D Survey; ACS 2023 1-year estimates, Table S1101

5.2 Minority Population

Information on the race and ethnicity of OCTA passengers is provided in OCTA's 2024 O/D Survey. For the purposes of this analysis, minority is defined as the total population minus the non-Hispanic, white only population. Per the survey, OCTA's ridership is predominantly minority, comprising 86.9 percent of total passengers. As summarized in Table 12, the proportion of minority passengers on Route 862 differs from the system wide average. While passengers on Route 862 are still predominantly minority, the proportion of minority passengers is substantially less than the OCTA system wide average (66.3 percent on Route 862 vs 86.9 percent system wide).

Table 12. Minority Status of Route 862 Passengers and OCTA System

Status	Route 862	All OCTA Routes
Minority	66.3%	86.9%
Non-Minority	33.7%	13.1%
Total	100.0%	100.0%

Note: Excludes those who refused or did not provide an answer to the race/ethnicity question (21.8 percent of Route 862 responses and 12.6 percent of system-wide responses)

Source: 2024 OCTA O/D Survey

The 2024 O/D Survey also includes information on how passengers paid their fare. This data was reviewed to determine if there were substantial differences in how minority and non-minority passengers paid their fare on Route 862. As summarized in Table 13, the largest share of minority passengers on Route 862 paid their fare using the mobile app (32.9 percent) followed by "other" (27.0 percent) and single ride cash fare (22.3 percent). In contrast, non-minority Route 862 passengers predominantly paid their fare using a pre-paid pass (46.9 percent) or transferred from another transit system (35.2 percent). Despite these variations in payment types among minority and non-minority passengers, the introduction of the Wave fare card media has expanded benefits to all users, regardless of fare payment type or minority status. These benefits include reduction of the day pass price, fare capping, and free two-hour transfers after payment of fare on first boarding. Additionally, transfers from other systems will remain free for all users.

Table 13. Fare Payment Type and Minority Status - Route 862

Fare Payment Type	Minority	Non-Minority
Cash Day Pass (i.e., on board)	8.8%	0.0%
Cash Fare (i.e., cash on board, single ride)	22.3%	0.0%
Mobile App	32.9%	0.0%
Other	27.0%	17.9%
Pre-Paid Pass	0.0%	46.9%
Transfer from Other Transit System	9.1%	35.2%



Total	100.0%	100.0%
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Note: Excludes those who refused or did not provide an answer to the race/ethnicity question (21.8 percent of Route 862 passengers)

Source: 2024 OCTA O/D Survey

5.3 Low-Income Population

As described in Section 5.1, national average household size data was utilized to convert the household income ranges in the 2024 O/D Survey to per capita ranges, thereby allowing the income status of OCTA passengers to be determined. As summarized in Table 14, OCTA riders are overwhelmingly low-income, comprising 94.5 percent of total passengers. In contrast, the income status of Route 862 passengers is almost evenly split, with 50.5 percent low-income and 49.5 percent non-low-income.

Table 14. Low-Income Status of Route 862 Passengers and OCTA System

Status	Route 862	All OCTA Routes
Low-Income	50.5%	94.5%
Non-Low-Income	49.5%	5.5%
Total	100.0%	100.0%

Note: Excludes those who refused or did not provide an answer to the household income question (48.7 percent of Route 862 responses and 18.7 percent of system-wide responses).

Source: 2024 OCTA O/D Survey

Fare payment type data from the 2024 O/D Survey was also reviewed to determine if there were substantial differences in how low-income and non-low-income Route 862 passengers paid their fare. As summarized in Table 15, the largest share of low-income passengers on Route 862 used some other fare payment type not captured in the pre-defined categories (36.5 percent), followed by single ride cash fare on board (27.0 percent). Non-low-income Route 862 passengers used the “other” fare payment type at similar rates (36.6 percent), with the same rate of passengers transferring from other transit systems (36.6 percent).

Table 15. Fare Payment Type and Income Status - Route 862

Fare Payment Type	Low-Income	Non-Low- Income
Cash Day Pass (i.e., on board)	0.0%	0.0%
Cash Fare (i.e., cash on board, single ride)	27.0%	17.9%
Mobile App	18.2%	9.0%
Other	36.5%	36.6%
Pre-Paid Pass	0.0%	0.0%
Transfer from Other Transit System	18.2%	36.6%
Total	100.0%	100.0%

Note: Excludes those who refused or did not provide an answer to the household income question (48.7 percent of Route 862 responses).

Source: 2024 OCTA O/D Survey

5.4 Summary of Findings

The results of the fare equity analysis indicate that Route 862 passengers, those most likely to utilize the OC Streetcar, have a substantially lower share of minority and low-income passengers than the OCTA system average. Review of fare payment characteristics by race/ethnicity and income status did not identify patterns suggesting that implementation of the OC Streetcar fare structure would disadvantage any group. Indeed, as the OC Streetcar will feature the same fare structure as Route 862 and all local fixed-route services, and thus no fare adjustment is occurring, a fare equity analysis is not required. The review of Route 862 passenger demographics and fare payment characteristics confirms that the streetcar fare was developed and implemented through a neutral, nondiscriminatory process consistent with Title VI of the Civil Rights Act of 1964, and that no disproportionate burdens on low-income populations are anticipated under existing fare policies.

6.0 Conclusion

This report documents that the elimination of Route 862 and implementation of the OC Streetcar fare were developed through a neutral, nondiscriminatory planning process and are consistent with Title VI of the Civil Rights Act of 1964. The analysis also indicates that no disproportionate burdens on low-income populations are anticipated as a result of the proposed service and fare changes. This finding is supported by the following key points:

- Route 862 was specifically implemented in October 2019 as an interim service until the opening of the OC Streetcar. The route was intended to be discontinued upon the start of streetcar revenue service in 2026.
- The elimination of Route 862 will not adversely impact access to transit service as all the eliminated stops are within close proximity to OC Streetcar stops (generally 0.1 miles, but no more than 0.2 miles).
- The OC Streetcar will operate more frequent service for longer hours compared to Route 862. This includes all-day peak service at ten-minute frequencies on weekdays (6:00 a.m. - 6:00 p.m.), expanded service hours on Friday and Saturday, and higher frequencies on weekends.
- The OC Streetcar alignment will effectively serve the same percentage of minority and low-income population as the existing Route 862 alignment. 100 percent of the block groups within a half mile of the OC Streetcar alignment are minority block groups, which is consistent with the Route 862 alignment (94.9 percent of the total block group population is minority for streetcar vs 93.5 percent for Route 862). Similarly, 67.9 percent of the block groups within a half mile of the OC Streetcar alignment are low-income block groups, versus 63.9 percent for Route 862 (14.8 percent of the total block group population is low-income for streetcar versus 15.2 percent for Route 862).
- Route 862 passengers, those most likely to utilize the OC Streetcar, have a substantially lower share of minority and low-income passengers than the OCTA system average. Route 862 passengers are 66.3 percent minority compared to 86.9 percent for the OCTA system. Similarly, Route 862 passengers are 50.5 percent low-income, compared to 94.5 percent for the OCTA system.

- As the OC Streetcar will feature the same fare structure as Route 862 and all OCTA local fixed-route services, no fare change will occur. Fare payment options and Wave fare media benefits will remain available to all riders on an equal basis.
- Based on these findings, no mitigation is required.

In summary, the OC Streetcar will provide transit service for existing Route 862 passengers at a level equal to or greater than what was previously provided regardless of race, color, national origin, or income. The elimination of Route 862 and implementation of the OC Streetcar fare would not have an effect on passengers from protected populations that is appreciably more severe or greater in magnitude than the impact on the general population.



February 2026 OC Bus Service Change/Public Hearing for the OC Bus Route 862 Title VI Service Evaluation and Fare Equity Analysis



Proposed Changes for February 2026

- OCTA implements regular schedule and route revisions to selected OC Bus routes four times a year (February, May, August, and November)

February 2026 Service Change

- Frequency improvements on Route 37 Sunday
- Minor schedule adjustments to address coach operator or customer feedback on Routes 38, 47, 50, 53, 54, 56, 57, 60, 177, 472, and 473
- Schedule adjustments to improve on-time performance on Routes 26, 37, 46, 50, 71, 90, 91, 150-151, and 178



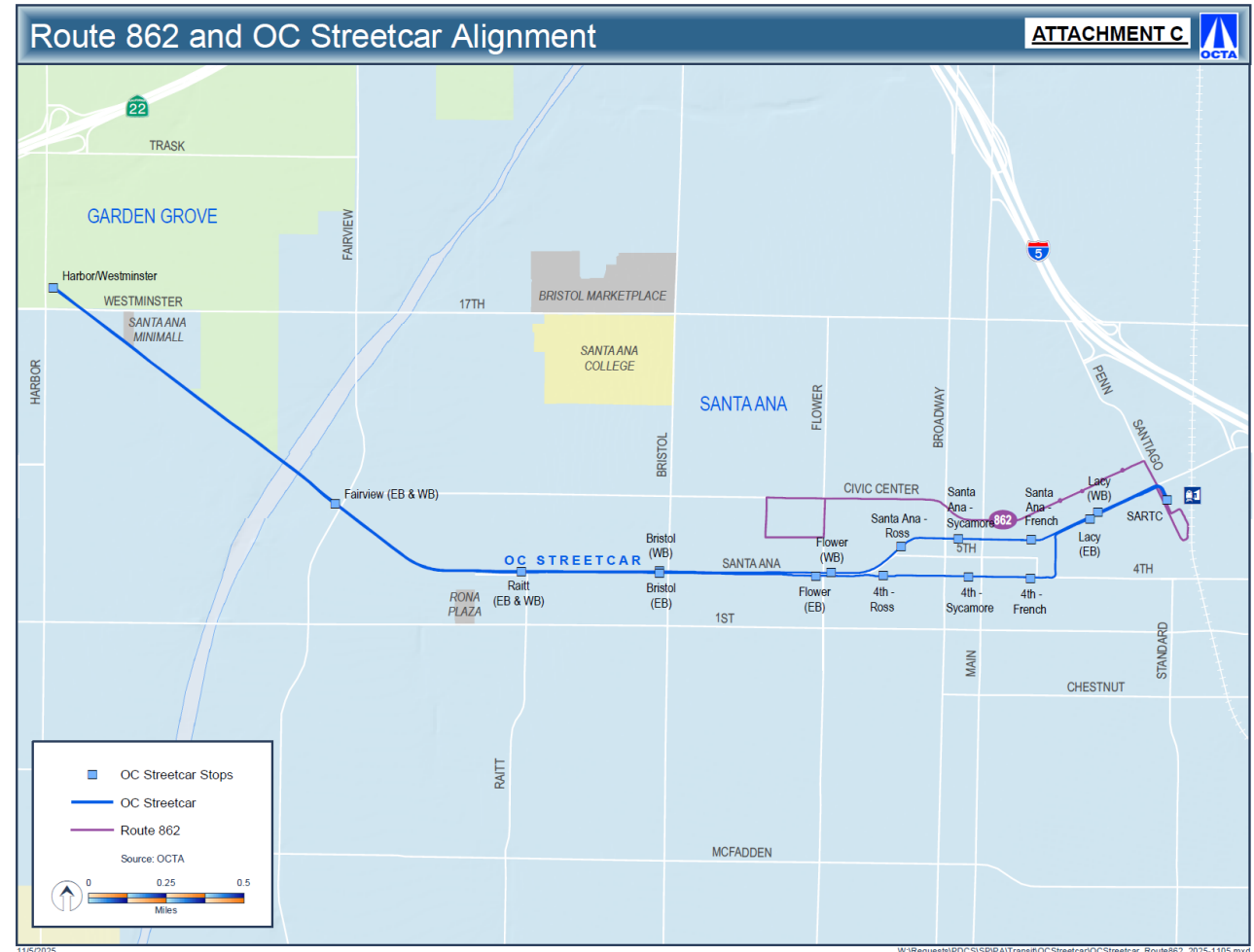
Route 862 Title VI Service Evaluation and Fare Equity Analysis

- Completed Bus-Rail Interface Plan to enhance connectivity between OC Streetcar and OC Bus
- Route 862 was introduced as temporary service to replicate the OC Streetcar
- Title VI evaluation found that the streetcar and bus service revisions were developed through a neutral, nondiscriminatory process and will not result in a disproportionate burden on low-income populations

EB – Eastbound

SARTC – Santa Ana Regional Transportation Center

WB - Westbound





Public Involvement Plan

- OCTA completed a Public Involvement Plan to gather input on proposed discontinuation of Route 862 and planned OC Streetcar service
- Survey was offered in English, Spanish, Vietnamese, and Chinese
- 277 survey responses were collected

Summary of Route 862 Discontinuation Activities

Tactics	Description
Bus Communication	<ul style="list-style-type: none">• Brochure with a survey on Route 862
Digital Information	<ul style="list-style-type: none">• Email blasts• Public information on organic social media• Digital toolkit
In-Person Rider Outreach	<ul style="list-style-type: none">• Bus ride-along on Route 862• Santa Ana Regional Transportation Center
Community/Ethnic Events and Organizations	<ul style="list-style-type: none">• Attend meetings and events alongside OC Streetcar outreach team (movies/concerts at the park)
Community Meetings	<ul style="list-style-type: none">• Washington Square Neighborhood Association• Santa Ana Chamber of Commerce
Customer Roundtable	<ul style="list-style-type: none">• Virtual Community Meetings
Local Jurisdiction Communications	<ul style="list-style-type: none">• Materials provided to the City of Santa Ana
Advisory Committee Meetings	<ul style="list-style-type: none">• Accessible Transit Advisory Committee• Citizens Advisory Committee
Public Survey	<ul style="list-style-type: none">• Online survey distributed via email and social media• Printed survey available on Route 862 with seat-drops, ride-along, and shared at community and outreach events
Public Hearing	<ul style="list-style-type: none">• January 2026 – OCTA Headquarters



Fare Equity Analysis

- Fare equity analysis evaluated whether any fare changes associated with the implementation of the OC Streetcar were developed through a neutral, nondiscriminatory process and assessed potential equity considerations for low-income populations
- OC Streetcar will operate under the existing OC Bus fare structure
- Riders will be allowed to transfer seamlessly between the OC Streetcar and OC Bus using the same fare media
- The analysis concluded that the fare structure is neutral and does not create a disproportionate burden on low-income populations



Recommendations

- A. Receive and file the February 2026 OC Bus service change as an information item
- B. Receive and file public input on the OC Bus Route 862 Title VI service evaluation and fare equity analysis
- C. Direct staff to finalize and submit the OC Bus Route 862 Title VI service and fare equity analysis to the Federal Transit Administration, consistent with the full funding grant agreement



Call to Order

The December 8, 2025, regular meeting of the Orange County Transportation Authority (OCTA) Board of Directors and its affiliated agencies was called to order by Chair Chaffee at 9:30 a.m. at the OCTA Headquarters, located at 550 South Main Street, Orange, California.

Directors Present: Doug Chaffee, Chair
Jamey M. Federico, Vice Chair
Valerie Amezcua
Katrina Foley
William Go
Patrick Harper
Michael Hennessey
Fred Jung
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen
Vicente Sarmiento
Kathy Tavoularis
Donald P. Wagner
Lan Zhou, Ex-Officio

Directors Absent: John Stephens
Mark Tettemer

Staff Present: Darrell E. Johnson, Chief Executive Officer
Jennifer L. Bergener, Deputy Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Sahara Meisenheimer, Clerk of the Board Specialist, Senior
James Donich, General Counsel

Special Calendar

1. Salute to Outgoing Orange County Transportation Authority Board of Directors

Due to Director Stephens' absence, this resolution of Appreciation No. 2025-090 will be delivered to him.

2. Presentation of Resolution of Appreciation for Employees of the Month

Resolutions of Appreciation were presented to Chester Herring, Coach Operator, Nick Wong, Maintenance, and Daniel Castillo, Administration, as Employees of the Month for December 2025.

3. Proposed 2026 Board of Directors Meetings Calendar

A motion was made by Director Foley, seconded by Director Amezcua, and declared passed by all those present to approve the Orange County Transportation Authority and affiliated agencies' 2026 Board of Directors meetings calendar.

Director Sarmiento was not present to vote on this item.

4. Metrolink Service Performance Report

Darrell E. Johnson, Chief Executive Officer, CEO, provided opening comments and introduced Darren Kettle, Chief Executive Officer of Metrolink, who provided a presentation.

In-person public comments were heard from Peter Warner and Paul Hyek.

No action was taken on this informational item.

5. Update on Emergency Need for Railroad Track Stabilization in the Vicinity of Mile Post 203.83 to 204.40 and 206.00 to 206.70 on the Orange Subdivision

A motion was made by Director Foley, seconded by Director Hennessey declared passed by all those present to reaffirm Resolution No. 2025-068 and authorize the Chief Executive Officer to take all necessary actions to address the emergency need for railroad track stabilization in the vicinity of Mile Post 203.80 to 204.40 and 206.00 to 206.70 on the Orange Subdivision, and to return to the Board of Directors, as required, to report on the status thereof.

Consent Calendar (Items 6 through 25)**6. Approval of Minutes**

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to approve the minutes of the November 24, 2025 Orange County Transportation Authority and affiliated agencies' regular meeting.

7. Conflict of Interest Code and 2025 Annual Statement of Economic Interests Filing

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Approve the list of designated positions and disclosure categories subject to the Orange County Transportation Authority's Conflict of Interest Code.
- B. Direct the Clerk of the Board to distribute and monitor the 2025 annual Statement of Economic Interests - Form 700 to Members of the Board of Directors and designated positions, to be filed by April 1, 2026.

8. 91 Express Lanes Update for the Period Ending - September 30, 2025

Director Leon pulled this item to request an update on the Fairmont connector.

No action was taken on this receive and file information item.

9. 405 Express Lanes Update for the Period Ending - September 30, 2025

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

10. First Quarter Fiscal Year 2025-26 Procurement Status Report

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

11. Orange County Transportation Authority Investment and Debt Programs Report - October 2025

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

12. Fiscal Year 2025-26 First Quarter Grant Reimbursement Status Report

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

13. Approval of Board Member Travel

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to approve the travel to Washington D.C., for Vice Chair Jamey M. Federico for the Orange County Transportation Authority's federal advocacy trip.

14. Competitive Grant Programs - Update and Recommendations

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Approve one budget modification request from the City of Brea for the OC Loop Brea Gap Closure Project funded through the 2019 Bicycle Corridor Improvement Program.
- B. Authorize staff to request that the Southern California Association of Governments make all necessary amendments to the Federal Transportation Improvement Program.

- C. Authorize the Chief Executive Officer, or designee, to negotiate and execute any required agreements or amendments to facilitate the recommendation above and the execution of recent grant awards.

15. Capital Programming Update

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Consistent with the construction phase estimate for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project, authorize the use of up to \$28.877 million in Measure M2 funds.
- B. Consistent with the construction phase estimate for the State Route 57 Orangewood Avenue to Katella Avenue Project, authorize the use of up to \$14.479 million in Measure M2 funds.
- C. Authorize the inclusion of \$9.998 million in uncommitted future state funds to integrate the California Department of Transportation State Highway Operations and Protection Program Multi-Asset Project for the Interstate 5 Yale Avenue to State Route 55 (Segment 2) Project.
- D. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and amend all necessary agreements to facilitate the above actions.

16. Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Authorize the Chief Executive Officer, or designee, to accept the award of \$431,327 in Federal Emergency Management Agency funding from the Department of Homeland Security through the Transit Security Grant Program and execute grant-related agreements and documents with the Department of Homeland Security.
- B. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program, as well as execute any necessary agreements to facilitate the recommendation above.

Director Leon abstained from voting on this item.

Director Sarmiento voted in opposition to this item.

17. Same-Day Taxi Service, Internal Audit Report No. 26-503

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file Same-Day Taxi Service Internal Audit Report No. 26-503, as an information item.

18. Approval to Release Request for Proposals for Detail Bus and Streetcar Cleaning and Pesticide Application Services

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250080 to select a firm to provide detail bus and streetcar cleaning and pesticide application services.
- B. Approve the release of Request for Proposals 250080 for detail bus and streetcar cleaning and pesticide application services.

19. State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to direct staff to implement the recommendation provided in State Route 55 Improvement Project Between Interstate 405 and Interstate 5, Design and Construction Management, Internal Audit Report No. 26-504.

20. Approval to Release Request for Proposals for Construction Management Support Services for the State Route 55 Improvement Project Between Interstate 5 and State Route 91

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Approve the proposed evaluation criteria and weightings for Request for Proposals 250112 for the selection of a consultant to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.
- B. Approve the release of Request for Proposals 250112 to provide construction management support services for the State Route 55 Improvement Project between Interstate 5 and State Route 91.

21. Environmental Mitigation Program Endowment Fund Investment Report for September 30, 2025

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

22. Measure M2 Quarterly Progress Report for the Period of July 2025 through September 2025

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

23. Measure M2 Environmental Mitigation Program Update

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to receive and file as an information item.

24. Comprehensive Transportation Funding Programs Semi-Annual Review - September 2025

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to:

- A. Approve the requested adjustments to the Comprehensive Transportation Funding Programs projects.
- B. Approve an exception to the Comprehensive Transportation Funding Programs guidelines for Environmental Cleanup Program Tier I projects to grant additional timely use of funds extensions.

25. 2026 Technical Steering Committee Membership

A motion was made by Director Amezcua, seconded by Director Sarmiento, and declared passed by all those present to approve the proposed 2026 Technical Steering Committee membership recommendations.

Regular Calendar

26. Agreement for OC Streetcar Security Officer Services

A motion was made by Director Sarmiento, seconded by Director Foley, and declared passed by all those present to:

- A. Approve the selection of Universal Protection Service LP, doing business as Allied Universal Security Services as the firm to provide security officer services on the OC Streetcar system.

- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3875 between the Orange County Transportation Authority and Universal Protection Service LP, doing business as Allied Universal Security Services, in the amount of \$2,557,661, for a two-year initial term with one, one-year option term to provide security officer services on the OC Streetcar system.

In-person public comments were received from Peter Warner and Paul Hyek.

Directors Amezcua and Wagner voted in opposition to this item.

27. Measure M2 2025 Update: Next 10 Delivery Plan

Francesca Ching, Manager of Measure M2 Program Management, provided a PowerPoint presentation.

A motion was made by Director Tam Nguyen, seconded by Director Foley, and declared passed by all those present to:

- A. Adopt the 2025 Measure M2 Next 10 Delivery Plan.
- B. Direct staff to continue to work with Metrolink to develop a financially sustainable service plan, such as establishing a target Orange County Transportation Authority funding level as part of the fiscal year 2026-27 budget development process.
- C. Direct staff to continue monitoring revenue and project cost shifts that could affect the Measure M2 Next 10 Delivery Plan and, if necessary, report to the Orange County Transportation Authority Board of Directors with changes.

In-person public comments were heard from Peter Warner and Paul Hyek.

28. Measure M2 Ten-Year Review Update

Francesca Ching, Manager of Measure M2 Program Management, and Chris Boucly, Department Manager of Public Outreach, provided a PowerPoint presentation.

A motion was made by Chair Chaffee, seconded by Director Tam Nguyen, and declared passed by all those present to direct staff to complete evaluation of Measure M2 program performance and proceed with development of an accompanying Action Plan for future Board of Directors' consideration.

Directors Jung, Janet Nguyen, and Sarmiento were not present to vote on this item.

In-person public comments were heard from Peter Warner and Paul Hyek.

Discussion Items

29. Public Comments

A public comment was received via email from Craig Durfey.

In-person public comments were heard from Peter Warner and Paul Hyek.

30. Chief Executive Officer's Report

Mr. Johnson, CEO reported on the following:

- 91 Express Lanes 30th Anniversary
- American Public Transportation Association Winter Legislative Meeting
- Final Board Meeting of 2025

31. Directors' Reports

Director Klopfenstein commented that it has been a pleasure to serve on the board and thanked Chair Chaffee and Vice Chair Federico for their leadership.

Director Hennessey wished all a happy holiday.

Director Amezcua wished everyone a happy holiday and thanked the OCTA staff.

Chair Chaffee wished everyone a happy holiday and thanked everyone for their comments.

32. Adjournment

The meeting was adjourned at 11:39 a.m.

The next regularly scheduled meeting of this Board will be held:

9:30 a.m., on Monday, January 12, 2026

OCTA Headquarters

Board Room

550 South Main Street

Orange, California



January 12, 2026

To: Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Facility Modifications at Santa Ana Bus Base Operations Building

Overview

On November 5, 2025, the Orange County Transportation Authority issued an invitation for bids for facility modifications at the Santa Ana Bus Base operations building. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is required to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250017 between the Orange County Transportation Authority and Golden Gate Steel, Inc., doing business as Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$329,640, for facility modifications at the Santa Ana Bus Base operations building.

Discussion

The Orange County Transportation Authority (OCTA) completed construction of the Santa Ana Bus Base in 2005. Building maintenance and modifications are needed at the Santa Ana Bus Base to maintain a state of good repair of the operations building. The project will replace concrete walkways outside of the building, including an area facing the bus yard due to lifting from tree roots, along with an area at the southerly corner facing the employee parking lot that needs surface elevations modified for proper drainage during heavy rains to mitigate water intrusion at the locker room exit door. Cabinetry in the lobby area will be modified to provide more countertop workspace area and storage for operations staff for work efficiency, and flooring in administrative office areas will be replaced, including safety compliance, and related work.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both state and federal requirements, require that contracts be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 250017 was released on November 5, 2025, through OCTA's OpenGov system. The project was advertised on November 4 and November 11, 2025, in a newspaper of general circulation. A pre-bid conference and job walk were held on November 12, 2025, and were attended by four firms. Two addenda were issued to make available the pre-bid conference registration sheets and handle administrative issues related to the IFB. On December 2, 2025, four bids were received and publicly opened.

All bids were reviewed by staff from OCTA's Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with contract terms and conditions, and technical specifications. The list of bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Golden Gate Steel, Inc., doing business as (dba) Golden Gate Construction Norwalk, California	\$329,640
Full Swing Construction, Inc. Garden Grove, California	\$347,350
Norse Corporation Costa Mesa, California	\$357,798
S & R Builds, Inc. Anaheim, California	\$526,000

The OCTA engineer's estimate for this project was \$330,000. The recommended firm's bid is \$360 lower than the engineer's estimate. A bid analysis was completed to confirm that the bid submitted accounts for all elements of the scope of work and technical specifications.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Golden Gate Steel, Inc., dba Golden Gate Construction, the lowest responsive, responsible, bidder, in the amount of \$329,640, for facility modifications at the Santa Ana Bus Base operations building.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 1722-9022-D3145-2CC, and is funded with local transportation funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250017 between the Orange County Transportation Authority and Golden Gate Steel, Inc., dba Golden Gate Construction, the lowest responsive, responsible bidder, in the amount of \$329,640, for facility modifications at the Santa Ana Bus Base operations building.

Attachment

None.

Prepared by:



George Olivo, P.E.
Program Manager, Capital Programs
(714) 560-5872

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



January 12, 2026

To: Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Bus Hoist Replacement at the Anaheim Bus Base

Overview

On September 10, 2025, the Orange County Transportation Authority issued an invitation for bids for replacement of the bus hoist at the Anaheim Bus Base. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4261 between the Orange County Transportation Authority and Southwest Lift & Equipment, Inc., the lowest responsive, responsible bidder, in the amount of \$238,144, for replacement of the bus hoist at the Anaheim Bus Base.

Discussion

The Orange County Transportation Authority (OCTA) completed the original construction of the Anaheim Bus Base in 1983. The bus base is currently used by OCTA's contract operator for the daily operation and maintenance of OCTA fixed-route bus service. The hoist in the bus chassis wash bay is utilized for high-pressure water and steam cleaning of the engine and chassis undercarriage areas of the buses to facilitate maintenance operations of the bus fleet. The existing bus hoist was installed in 2009 and has reached the end of its useful life. To ensure continued safe and reliable bus fleet maintenance, the existing bus hoist needs replacement. The project consists of installation of a new flush mount drive-on bus hoist, remote control panels with electric hydraulic power and control units, wiring and connections, safety compliance, and related work.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both state and federal requirements, require that contracts be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 5-4261 was released on September 10, 2025, through OCTA's OpenGov system. The project was advertised on September 10 and September 16, 2025, in a newspaper of general circulation. A pre-bid conference and job walk were held on September 17, 2025, and was attended by one firm. Eleven addenda were issued to make available the pre-bid conference registration sheets and handle administrative issues related to the IFB. On November 12, 2025, two bids were received and publicly opened.

All bids were reviewed by staff from OCTA's Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with contract terms and conditions, and technical specifications. The list of bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Southwest Lift & Equipment, Inc. San Bernardino, California	\$238,144
Autolift Services, Inc. Los Alamitos, California	\$244,539

The OCTA engineer's estimate for this project was \$400,000. After conducting some further analysis, it was determined that the independent cost estimate was overstated due to cost assumptions associated with furnishing the hoist and control panel and subcontracting for electrical and safety services. The recommended firm's bid is 40 percent lower than the engineer's estimate and is deemed to be fair and reasonable. The bidder included all costs required to perform the work as required by the IFB and addenda.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Southwest Lift & Equipment, Inc., the lowest responsive, responsible, bidder, in the amount of \$238,144, for replacement of the bus hoist at the Anaheim Bus Base.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 1722-9026-D3103-2W7, and is funded with Federal Transit Administration grant funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-4261 between the Orange County Transportation Authority and Southwest Lift & Equipment Inc., the lowest responsive, responsible bidder, in the amount of \$238,144, for replacement of the bus hoist at the Anaheim Bus Base.

Attachment

None.

Prepared by:



George Olivo, P.E.
Program Manager
(714) 560-5872

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



January 12, 2026

To: Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for the Purchase of Electric Vehicle Chargers and Energy Management System

Overview

On January 25, 2021, the Orange County Transportation Authority Board of Directors approved an agreement with ChargePoint, Inc. for electric vehicle chargers and energy management system services for a five-year initial term, with one, three-year option term. Staff is requesting Board of Directors' approval to exercise the three-year option term to continue energy management system services effective February 1, 2026, through January 31, 2029, and add ten additional charging stations to support newly acquired paratransit vans at the Irvine Construction Circle bus base.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2692 between the Orange County Transportation Authority and ChargePoint, Inc., to exercise the option term in the amount of \$127,205, for continued energy management system services and additional licensing for ten new charging stations to be installed at the Irvine Construction Circle bus base. This will increase the maximum obligation of the agreement to a total contract value of \$549,727.

Discussion

The Orange County Transportation Authority (OCTA) owns, operates, and maintains a fleet of non-revenue vehicles that support bus operations, Transit Police Services, administrative pool needs, and department-assigned functions.

Within this fleet, 50 vehicles are designated as operator relief vehicles (ORV), which are primarily used to relieve bus operators in the field. The ORV fleet

consists of electric vehicles (EV) that require daily charging through dedicated charging stations to maintain sufficient state of charge and operating range.

OCTA's charging infrastructure is supported by ChargePoint, Inc.'s (ChargePoint) energy management system software. The current system includes 60 non-pay fleet charging stations used primarily for the ORV fleet, ten pay-per-use charging stations for visitors and employees, and two pay-per-use fast chargers, for a total of 72 EV charging stations. The pay-per-use and fast chargers may also serve as backup or quick-charge options for the ORV fleet and other OCTA EVs.

Ten additional charging stations are necessary to support ten newly acquired battery-electric vans for paratransit service. With Board of Directors' (Board) approval, these ten charging stations will be installed at the Irvine Construction Circle bus base and will be integrated into the ChargePoint energy management system, bringing the total number of managed EV charging stations to 82.

The energy management system allows staff to monitor and adjust energy usage, view real-time vehicle charging status, set pricing and charging policies, and access detailed data analytics. The system supports both light-duty charging stations and heavy-duty bus chargers.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board-approved policies and procedures for professional and technical services. The original agreement was awarded on a competitive basis and includes a five-year initial term in the amount of \$374,200, and one, three-year option term. The agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 3 is to exercise the option term through January 31, 2029, and increase the maximum obligation in the amount of \$127,205, bringing the total contract value to \$549,727. The budget for this amendment is based on the rates as negotiated in the original agreement, as well as the rates for the additional subscriptions that are in line with the OCTA project manager's independent cost estimate. Exercising the option term will allow ChargePoint to continue providing energy management system services and additional licensing through January 31, 2029.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Maintenance Resource Management account nos. 2159-9026-D2113-0ZF and 2159-9026-D2113-0DC.

Summary

Based on the information provided, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 3 to Agreement No. C-0-2692 between the Orange County Transportation Authority and ChargePoint, Inc., in the amount of \$127,205, to exercise the three-year option term of the agreement through January 31, 2029, for energy management system services, as well as licensing for ten additional charging stations. This will increase the maximum obligation of the agreement to a total contract value of \$549,727.

Attachment

- A. ChargePoint, Inc., Agreement C-0-2692 Fact Sheet

Prepared by:



Gretchen Burrow
Section Manager III, Maintenance
Resource Management
(714) 560-5533

Approved by:



Cliff Thorne
Director, Maintenance
(714) 560-5975



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



Johnny Dunning Jr.
Chief Operating Officer, Operations
(714) 560-5964

**ChargePoint, Inc.
Agreement No. C-0-2692 Fact Sheet**

1. January 25, 2021, Agreement No. C-0-2692, \$374,200 approved by the Board of Directors (Board).
 - Agreement executed February 1, 2021, with ChargePoint, Inc. to provide electric charging station and energy management system services.
 - Five-year initial term effective February 1, 2021 through January 31, 2026, with one, three-year option term.
2. April 19, 2021, Amendment No. 1 to Agreement No. C-0-2692, \$0.00, approved by the Contracts Administration and Materials Management (CAMM) Department.
 - Incorporated subscription agreement cloud plan services terms and conditions.
3. December 16, 2021, Amendment No. 2 to Agreement No. C-0-2692, \$48,322, approved by the CAMM Department.
 - Additional ten ABB chargers were added as required by Southern California Edison's Charge Ready Program.
4. January 12, 2026, Amendment No. 3 to Agreement No. C-0-2692, \$127,205 pending approval by the Board.
 - Amendment to exercise the option term of the agreement effective February 1, 2026 through January 31, 2029.

Total committed to ChargePoint, Inc., after approval of Amendment No. 3 to Agreement No. C-0-2692: \$549,727.



January 12, 2026

To: Board of Directors

From: Darrell E. Johnson, Chief Executive Officer

Subject: Agreement for Installation of Battery Electric Vehicle Chargers at Irvine Construction Circle Bus Base

Overview

On November 4, 2025, the Orange County Transportation Authority issued an invitation for bids for installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base to support the zero-emission bus pilot program, specifically the OC ACCESS paratransit service. Bids were received in accordance with the Orange County Transportation Authority's procurement procedures for public works projects. Board of Directors' approval is requested to execute the agreement.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Agreement No. C250018 between the Orange County Transportation Authority and Lighting Technology Services, Inc. doing business as LTS Property Services, the lowest responsive, responsible bidder, in the amount of \$470,670, for the installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base.

Discussion

The Orange County Transportation Authority (OCTA) initiated a pilot program to test zero-emission bus (ZEB) technology to obtain operational information to determine which ZEB technology, or mix of technologies, best meets OCTA service requirements. The ZEB pilot program was implemented in early 2020 with the introduction of ten 40' hydrogen fuel cell electric buses (FCEB) and a hydrogen fueling station at the Santa Ana Bus Base operating fixed-route service. This was expanded in 2023 to include ten 40' battery electric buses operating fixed-route service from the Garden Grove Bus Base. OCTA plans to further expand its ZEB fleet with the addition of 40 new FCEBs along with the installation of a hydrogen fueling station at the Garden Grove Bus Base. The

project will install ten 20-kilowatt chargers and one 50-kilowatt fast charger at OCTA's Irvine Construction Circle Bus Base, including underground conduits, electrical conductors, concrete foundations, chargers, dispensers, Fleetwatch receivers for OCTA's fuel management system, pavement repairs, striping and markings connection to the electrical service main switchboard, safety compliance, and related work. In coordination with operations, maintenance, and the equipment manufacturer, staff will energize and test the functionality of the battery electric vehicle chargers for use.

Procurement Approach

This procurement was handled in accordance with OCTA's Board of Directors-approved procedures for public works projects. These procedures, which conform to both state and federal requirements, require contracts to be awarded to the lowest responsive, responsible bidder after a sealed bidding process.

Invitation for Bids (IFB) 250018 was electronically released on November 4, 2025, through OCTA's OpenGov system. The project was advertised on November 5 and November 10, 2025, in a newspaper of general circulation. A pre-bid conference and job walk/site visit were held on November 11, 2025, and were attended by five firms. Four addenda were issued to provide the pre-bid conference registration sheets, issue revised plans, and handle administrative issues related to the IFB. On December 5, 2025, four bids were received and publicly opened.

All bids were reviewed by staff from both the Contracts Administration and Materials Management and Facilities Engineering departments to ensure compliance with the contract terms and conditions, and technical specifications. The list of bidders and bid amounts are presented below:

<u>Firm and Location</u>	<u>Bid Amount</u>
Lighting Technology Services, Inc., doing business as (dba) LTS Property Services Santa Ana, California	\$470,670
JTB Contracting, Inc. Temecula, California	\$479,143
Vellutini Corporation Sacramento, California	\$498,777

Asplundh Construction, LLC
Buena Park, California

\$689,304

The engineer's estimate for this project was \$500,000. The recommended firm's bid is 5.87 percent below the engineer's estimate and is considered by staff to be fair and reasonable.

State law requires award to the lowest responsive, responsible bidder. As such, staff recommends award to Lighting Technology Services, Inc., as the lowest, responsive, responsible bidder, in the amount of \$470,670, for the installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, Account No. 1722-9022-D1401-CAC, and is funded through Federal Transit Administration 5339(c) grant funds.

Summary

Staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Agreement No. C250018 between the Orange County Transportation Authority and Lighting Technology Services, Inc., dba LTS Property Services, the lowest responsive, responsible bidder, in the amount of \$470,670, for the installation of battery electric vehicle chargers at the Irvine Construction Circle Bus Base.

Attachment

None.

Prepared by:



George Olivo, P.E.
Program Manager
(714) 560-5872

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646



Pia Veasapen
Director, Contracts Administration and
Materials Management
(714) 560-5619



COMMITTEE TRANSMITTAL

January 12, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance at Irvine Sand Canyon Base

Transit Committee Meeting of December 11, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Leon, Janet Nguyen, and Sarmiento

Absent: Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Committee Recommendation(s)

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2898 between the Orange County Transportation Authority and Trillium USA Company, LLC to exercise the option term in the amount of \$354,600, to continue providing compressed natural gas fueling facility operation and maintenance effective March 1, 2026, through February 29, 2028. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$873,841.



December 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Amendment to Agreement for Compressed Natural Gas Fueling Facility Operation and Maintenance at Irvine Sand Canyon Base

Overview

On February 13, 2023, the Orange County Transportation Authority Board of Directors approved an agreement with Trillium USA Company, LLC for compressed natural gas fueling facility operation and maintenance at the Irvine Sand Canyon base for a three-year initial term, with one, two-year option term. The initial term expires February 28, 2026. Staff is requesting Board of Directors' approval to exercise the two-year option term effective March 1, 2026, through February 29, 2028.

Recommendation

Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2898 between the Orange County Transportation Authority and Trillium USA Company, LLC to exercise the option term in the amount of \$354,600, to continue providing compressed natural gas fueling facility operation and maintenance effective March 1, 2026, through February 29, 2028. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$873,841.

Discussion

The Orange County Transportation Authority (OCTA) operates 443 compressed natural gas (CNG)-powered buses in fixed-route service. Each of OCTA's four fixed-route bus bases has a CNG fueling station where the fuel, supplied by the Southern California Gas Company, is compressed and dispensed into the buses.

Operation and maintenance of the CNG equipment is provided under contract, with OCTA responsible for supplying natural gas, electrical power, and fueling personnel. The Anaheim, Garden Grove, and Santa Ana bases operate under

one agreement, while the Irvine Sand Canyon Base is managed under a separate contract. The Irvine facility was originally designed as a mobile station in order to facilitate future relocation to accommodate the City of Irvine's planned Marine Way extension.

Contractors are required to provide qualified staff, parts, and materials to operate and maintain the stations in compliance with all regulatory requirements and OCTA performance standards.

Procurement Approach

The original procurement was handled in accordance with OCTA's Board of Directors (Board)-approved policies and procedures for professional and technical services. The original agreement was awarded on a competitive basis and includes a three-year initial term in the amount of \$471,600 and one, two-year option term. The agreement was previously amended as shown in Attachment A.

The proposed Amendment No. 2 is to exercise the option term through February 29, 2028, and increase the maximum obligation in the amount of \$354,600, bringing the total contract value to \$873,841. The budget for this amendment is based on the current cost per term, as negotiated in the original agreement, and the estimated dispensing volume associated with this service. Exercising the option term will allow Trillium USA Company, LLC to continue providing CNG operation and maintenance services through February 29, 2028.

Fiscal Impact

The project was approved in OCTA's Fiscal Year 2025-26 Budget, Operations Division, Maintenance Department, Account No. 2166-7611-D3108-TSC and funded through local funds.

Summary

In order to accommodate continued fueling at the Irvine Sand Canyon Bus Base, staff recommends the Board of Directors authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2898 with Trillium USA Company, LLC, in the amount of \$354,600, to continue providing compressed natural gas fueling facility operation and maintenance through February 29, 2028. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$873,841.

Attachment

A. Trillium USA Company, LLC, Agreement No. C-2-2898 Fact Sheet

Prepared by:



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Section Manager III, Maintenance
Resource Management
(714) 560-5533

Approved by:



Cliff Thorne
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Pia Veasapen
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Johnny Dunning, Jr.
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**Trillium USA Company, LLC
Agreement No. C-2-2898 Fact Sheet**

1. February 13, 2023, Agreement No. C-2-2898, \$471,600 approved by the Board of Directors (Board).
 - Agreement executed March 1, 2023, with Trillium USA Company, LLC to provide compressed natural gas fueling facilities operation and maintenance.
 - Three-year initial term effective March 1, 2023, through February 28, 2026, with one, two-year option term.
2. March 11, 2025, Amendment No. 1 to Agreement No. C-2-2898, \$47,641, approved by the Contracts Administration and Materials Management Department.
 - Upgraded fleet to resolve communication issues between new control system and dispensers, enabling vehicles to fuel at the station without the need for a data cable connection.
3. January 12, 2026, Amendment No. 2 to Agreement No. C-2-2898, \$354,600, pending approval by the Board.
 - Amendment to exercise the option term of the agreement effective March 1, 2026, through February 29, 2028.

Total committed to Trillium USA Company, LLC, after approval of Amendment No. 2 to Agreement No. C-2-2898: \$873,841.



COMMITTEE TRANSMITTAL

January 12, 2026

To: Members of the Board of Directors

From: Andrea West, Clerk of the Board *Andrea West*

Subject: Contract Change Orders for Construction of the OC Streetcar Project

Transit Committee Meeting of December 11, 2025

Present: Directors Amezcua, Jung, Klopfenstein, Leon, Janet Nguyen, and Sarmiento

Absent: Tam T. Nguyen

Committee Vote

This item was passed by the Members present.

Director Janet Nguyen was not present to vote on this item.

Committee Recommendation(s)

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 83.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$400,000, for the storage of traction power substations.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 157.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$150,000, for additional traffic control.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 260.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$120,000, to complete finishes in various areas in the maintenance and storage facility.



December 11, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Contract Change Orders for Construction of the OC Streetcar Project

Overview

On September 24, 2018, the Orange County Transportation Authority Board of Directors authorized Agreement No. C-7-1904 with Walsh Construction Company II, LLC, for construction of the OC Streetcar Project. Contract change orders are required for the storage of traction power substations, additional traffic control, and to complete finishes in various areas at the maintenance and storage facility.

Recommendations

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 83.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$400,000, for the storage of traction power substations.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 157.2 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$150,000, for additional traffic control.
- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 260.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$120,000, to complete finishes in various areas in the maintenance and storage facility.

Discussion

On September 24, 2018, the Orange County Transportation Authority (OCTA) Board of Directors (Board) awarded the contract to construct the OC Streetcar Project (Project) to Walsh Construction Company II, LLC (Walsh). The Notice to Proceed with construction was issued to Walsh on March 4, 2019. The construction of the Project is approximately 95 percent complete. The project alignment is referenced in Attachment A.

Staff is requesting Board authorization of the following contract change orders (CCO):

Storage of Traction Power Substations

Traction Power Substations (TPSS) are critical electrical systems that convert and distribute power to operate the streetcar system. The TPSS units were manufactured; however, there were risks related to installing the units prior to power being available at the locations of installation. To protect the TPSS in a secure controlled location and mitigate project risks, the project team directed Walsh that the four TPSS units remain stored at the manufacturer's facility until the installation sites were ready for placement. Storing the TPSS units at the manufacturer's facility ensured they remained in a secure, climate-controlled environment, protecting sensitive components, including switchgear, auxiliary systems, and bus ducts from moisture, contamination, and physical damage from vandalism.

CCO No. 83, in the amount of \$208,000, was issued for the initial storage to allow discussions to continue for longer term storage. Following review of supporting documentation recently provided by Walsh, the project team has agreed to CCO No. 83.1 in the amount of \$400,000.

Additional Traffic Control

During construction, the Project coordinated closely with the City of Santa Ana and provided all necessary traffic control as needed throughout the Project. This included temporary traffic measures, maintaining safe access for vehicles, pedestrians, and cyclists, and ensuring public access and safety during construction. CCO nos. 157 and 157.1, in the amounts of \$208,000 and \$300,000, respectively, were initiated for the work. During the reconstruction of intersections on Santa Ana Boulevard and Fourth Street, the existing traffic signal poles were kept in place to reopen the intersections quickly for public use. Once the new poles were delivered, the existing poles were replaced. This replacement required temporary intersection closures and detours for traffic

control. Following extensive discussions and review of supporting documentation provided by Walsh, the project team has reached an agreement on the merit of these costs. CCO No. 157.2, in the amount of \$150,000, is required to compensate Walsh for traffic control at the intersection of Santa Ana Boulevard and Fourth Street and for remaining traffic control, as needed, throughout the Project.

Maintenance and Storage Facility Finish Work

To achieve final occupancy of the maintenance and storage facility (MSF), the contractor was directed to complete additional miscellaneous finish work beyond the original contract scope. This work included dropped ceiling and soffit modifications, additional drywall, painting, trim, flooring, furnishings, fixtures, closures, and wayfinding signage. CCO No. 260, in the amount of \$200,000, was previously issued to compensate Walsh for these modifications to begin work and avoid delays to the Project. However, Walsh has since provided additional supporting documentation for additional labor that was not accounted for in the previously negotiated amount. The costs were reviewed and found to have merit. CCO No. 260.1, in the amount of \$120,000, is needed to fully compensate Walsh for the completion of finishes in various areas of the MSF.

Procurement Approach

The initial procurement was handled in accordance with OCTA's Board-approved procedures for public works projects. These procedures, which conform to both federal and state requirements, require that contracts are awarded to the lowest responsive, responsible bidder after a sealed bidding process. On September 24, 2018, the Board authorized Agreement No. C-7-1904 with Walsh, in the amount of \$220,538,649, for construction of the Project.

Proposed CCO nos. 83.1, 157.2 and 260.1 in the amount of \$670,000, will increase the cumulative value of the contract to \$360,936,102 as shown in Attachment B. Board approval is required for CCO nos. 83.1, 157.2, and 260.1 pursuant to the State of California Public Contracting Code Section 20142. The CCOs will be issued with a reservation of rights to advance the Project, pending resolution of disputes between OCTA and Walsh. The statements in this report are made in the context of, and subject to, OCTA's reservation of rights.

Fiscal Impact

Funding for these changes was included in the revised Federal Transit Administration full funding grant agreement approved by the Board on February 24, 2025, and is included in OCTA's Fiscal Year 2025-26 Budget, Capital Programs Division, account nos. 0051-TS010-9017-Z53 (CCO No. 83.1), 0051-TS010-9017-Z48 (CCO No. 157.2), 0051-TS010-9017-Z32 (CCO No. 260.1), and is funded with Federal Transit Administration Section 5309 New Starts grant funds and local Measure M2 funds.

Summary

Staff recommends the Board authorize the Chief Executive Officer to negotiate and execute CCO No. 83.1, in the amount of \$400,000, for storage of TPSS, CCO No. 157.2, in the amount of \$150,000, for additional traffic control, and CCO No. 260.1, in the amount of \$120,000, to complete finishes in various areas at the MSF, to Agreement No. C-7-1904 between OCTA and Walsh for the construction of the Project.

Attachments

- A. Map of OC Streetcar Project Alignment
- B. Walsh Construction Company II, LLC, Agreement No. C-7-1904, Contract Change Order (CCO) Log

Prepared by:



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Director, Capital Project Delivery
(714) 560-5925

Approved by:

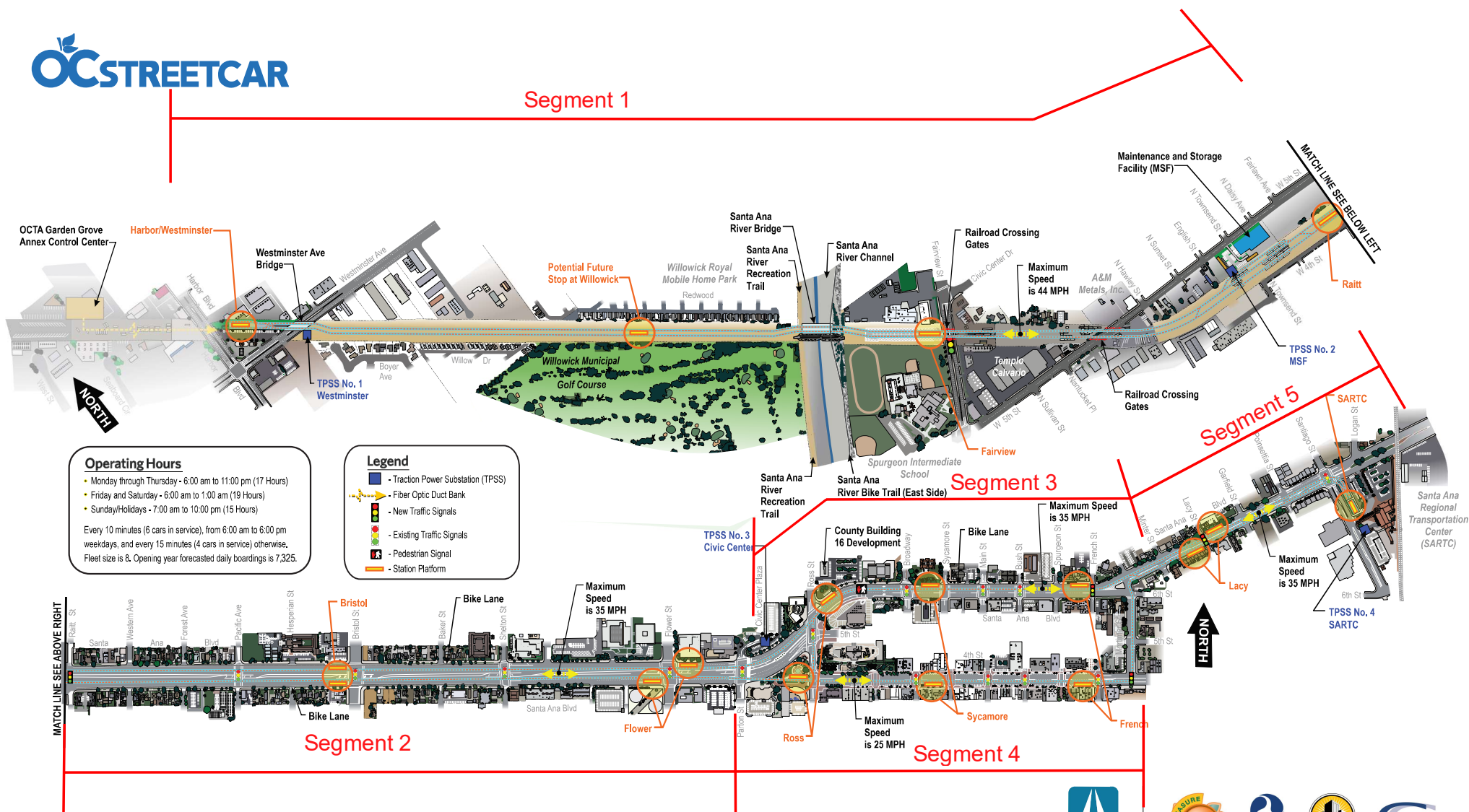


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Map of OC Streetcar Project Alignment



**Walsh Construction Company II, LLC
Agreement No. C-7-1904
Contract Change Order (CCO) Log**

CCO No.	Title	Status	Date Executed	Cost
1	Maintenance and Storage Facility (MSF) Removals	Approved	6/20/2019	\$199,749.00
1.1	MSF Removals Additional Funding	Approved	6/25/2019	\$113,884.77
1.2	Time Impact Evaluation (TIE) 01 - Schedule Impacts Associated with Change Directive (CD)-001 and CD-003	Approved	6/17/2020	\$0.00
1.3	Schedule Impacts Associated with TIE 01	Approved	10/17/2022	\$2,100,000.00
2	MSF Removal of Additional Hazardous Materials	Approved	6/25/2019	\$200,000.00
2.1	MSF Removal of Additional Hazardous Materials Additional Funding	Approved	8/15/2019	\$160,000.00
3	Removal and Disposal of Contaminated Materials within the Orange County Transit District (OCTD)-Owned Pacific Electric Right-of-Way (PEROW)	Approved	9/12/2019	\$1,600,000.00
3.1	Removal and Disposal of Contaminated Materials Additional Funding	Approved	2/25/2020	\$7,278,795.00
3.2	Removal and Disposal of Contaminated Materials Additional Funding	Approved	10/18/2021	\$1,100,000.00
3.3	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/18/2023	\$1,500,000.00
3.4	Removal and Disposal of Contaminated Materials Additional Funding	Approved	4/21/2025	\$657,000.00
4	Work Related to Existing Utility Conflicts	Approved	8/27/2019	\$200,000.00
4.1	Work Related to Existing Utility Conflicts Additional Funding	Approved	2/25/2020	\$833,300.00
4.2	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/9/2020	\$2,426,000.00
4.3	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/21/2021	\$2,000,000.00
4.4	Work Related to Existing Utility Conflicts Additional Funding	Approved	11/19/2021	\$3,500,000.00
4.5	Work Related to Existing Utility Conflicts Additional Funding	Approved	6/3/2025	\$250,000.00
5	Tree Trimming and Removal	Approved	6/9/2020	\$129,215.52
5.1	Tree Trimming and Removal Additional Funding	Approved	12/29/2023	\$300,000.00
7	Orange County Sanitation District Specifications Revisions	Approved	6/9/2020	\$82,445.00
8	Orange County Flood Control District Maintenance Path Profile Revisions	Approved	6/9/2020	\$6,055.00
9	MSF Vapor Barrier	Approved	12/22/2020	\$395,717.00
10	112 Tram Rail Ultrasonic Testing	Approved	6/10/2020	\$0.00
11	GPS Priority Control System	Approved	6/9/2020	\$40,120.00
12	Santa Ana River Bridge (SARB) Precast Girders	Approved	8/27/2020	\$88,877.00
13	Retaining Wall 544 Reinforcing Steel	Approved	9/3/2020	\$2,321.30
14	Retaining Wall 508	Approved	12/14/2020	\$125,341.00
15	Utility Relocations for Overhead Contact System (OCS) Pole Foundations and Traffic Signal Pole Foundations	Approved	6/17/2020	\$195,723.00
16	OCS and Traffic Signal Pole Foundations Hand Excavation and Survey	Approved	6/23/2020	\$198,808.00
16.1	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	6/26/2020	\$1,400,000.00
16.2	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	4/15/2021	\$1,400,000.00
16.3	OCS, Traffic Signal, and Streetlight Foundation Hand Excavation, Layout and Survey Additional Funding	Approved	5/1/2023	\$250,000.00
17	Westminster Bridge OCS Diaphragm	Approved	10/30/2020	\$1,682.00
18	Remove Buried Man-Made Objects	Approved	11/23/2020	\$300,000.00
18.1	Remove Buried Man-Made Objects Additional Funding	Approved	10/25/2021	\$300,000.00
18.2	Remove Buried Man-Made Objects Additional Funding	Approved	5/1/2023	\$600,000.00
19	Removal of Boulders	Approved	11/17/2020	\$160,000.00
20	Removal of Chain Link Fence	Approved	3/9/2021	\$7,316.90
21	Changes to Turnout Geometry	Approved	10/5/2020	\$0.00
22	Railroad Crossing Gate Bells	Approved	10/5/2020	\$0.00
23	SARB, OCS Pole, and OCS Down Guy Diaphragms	Approved	1/19/2021	\$7,419.00
24	OCS Sectionalization – Siemens Portion	Approved	10/5/2020	\$158,941.01
24.1	OCS Sectionalization Additional Funding	Approved	4/27/2021	\$722,253.92
26	Revisions to Station Color Schedule, Glass, and Pylon	Approved	4/19/2021	\$176,419.84
27	Street Lighting	Approved	11/19/2020	\$12,347.91
28	Schedule Impacts Associated with TIE 04 and 07	Approved	12/8/2020	\$0.00
28.1	Schedule Impacts Associated with TIE 07	Approved	10/17/2022	\$1,300,000.00
28.2	Schedule Impacts Associated with TIE 07	Approved	1/17/2024	\$0.00
28.3	Schedule Impacts Associated with TIE 07	Approved	6/4/2024	\$1,425,000.00
29	Revision to MSF, Traction Power Substation (TPSS), and OCS Siemens Portion	Approved	11/19/2020	\$34,216.80
29.1	Revision to MSF, TPSS, and OCS Siemens Portion	Approved	6/22/2023	\$175,730.75
30	SARB Pile, Westminster Bridge, and Demonstration Section Electrical Continuity Testing	Approved	2/1/2021	\$23,928.10
30.1	Electrical Continuity Testing Additional Funding	Approved	3/16/2021	\$320,164.40
31	MSF Building and Southern California Edison (SCE) Design Revisions	Approved	1/17/2022	\$207,367.00
32	Asbestos Survey	Approved	2/1/2021	\$25,000.00
34	OCS Spanwire Modifications	Approved	5/8/2024	\$10,901.00
35	No Sunshade for Variable Message Sign	Approved	12/22/2020	\$0.00
37	Station Platform Power	Approved	5/18/2021	\$58,414.15
38	Modify OCS Foundation Schedule	Approved	6/15/2021	\$32,733.04
39	OCS Revisions Based on Field Walks	Approved	6/17/2021	\$28,088.32
39.1	Additional Revisions to OCS Hardware	Approved	6/26/2023	\$180,709.28
40	MSF Remote Yard Gates	Approved	11/3/2021	\$32,307.66
40.1	MSF Remote Yard Gates	Approved	5/29/2024	\$67,819.03
41	Auxiliary Feeder Pullbox Sizes- Segment 3A	Approved	11/23/2021	\$61,041.24
42	Department Acceptance Testing for Gamma-Gamma Logging of Cast-In-Drilled-Hole (CIDH) Piles	Approved	10/22/2021	\$35,138.00

CCO No.	Title	Status	Date Executed	Cost
43	End of Life Communication Equipment	Approved	5/3/2021	\$372,136.38
44	Design of Temporary Traffic Signals Segment 2A - Stages 1 and 2	Approved	4/26/2021	\$41,967.00
44.1	Design of Temporary Traffic Signals Segment 3A	Approved	11/24/2021	\$50,813.00
44.2	Design of Temporary Traffic Signals and Video Detections	Approved	10/4/2022	\$907,220.00
45	Thickened Asphalt Concrete (AC) Pavement	Approved	1/19/2021	\$60,000.00
46	MSF Video Servers from Garden Grove Bus Annex to MSF	Approved	10/13/2021	\$40,267.30
47	Archaeological Security and Data Recovery at MSF	Approved	1/19/2021	\$110,000.00
47.1	Archaeological Security and Data Recovery at MSF Additional Funding	Approved	5/8/2023	\$98,000.00
48	Thickened AC Pavement	Approved	4/27/2021	\$1,177,362.00
49	Retaining Wall 501 Encroachment	Approved	6/17/2021	\$181,802.77
50	MSF Street and Yard Utility Conflicts	Approved	5/25/2021	\$200,000.00
51	MSF Yard Light Connection Details	Approved	2/17/2023	\$193,803.00
52	Over Excavation of Unsuitable Soils	Approved	6/21/2021	\$209,500.00
52.1	Over Excavation of Unsuitable Soils Additional Funding	Approved	6/21/2021	\$540,000.00
53	SARB Bridge Decking	Approved	6/17/2021	\$9,002.94
54	Revisions to the Traction and Power Substation Site Plan	Approved	5/18/2022	\$1,200,000.00
55	Bid Item 24 - Earthwork Credit	Approved	5/3/2022	(\$659,666.73)
56	Exploratory Potholing Allowance	Approved	4/26/2021	\$200,000.00
56.1	Exploratory Potholing Allowance	Approved	9/8/2021	\$1,100,000.00
56.2	Exploratory Potholing Allowance	Approved	5/8/2023	\$500,000.00
58	Vehicle Platform Tolerances	Approved	12/6/2021	\$0.00
59	Direct Fixation Fasteners	Approved	6/7/2021	\$0.00
60	Base Contract Utility Credits	Approved	5/25/2021	(\$1,842,680.00)
61	Loop Relocation and Block Out	Approved	10/25/2021	\$80,000.00
61.1	Train-to-Wayside Communications Loop Installation in Embedded Track	Approved	6/3/2025	\$233,582.27
62	Backfill of OCS Foundations	Approved	11/8/2021	\$200,000.00
63	Graffiti Removal	Approved	5/18/2021	\$100,000.00
64	SCE Meter Switchgear Engineering and Submittal Costs	Approved	5/18/2021	\$17,618.00
64.1	SCE Meter Switchgear Additional Funding	Approved	10/13/2021	\$191,950.00
64.2	SCE Meter Switchgear Additional Funding	Approved	1/19/2022	\$669,573.00
65	Additional Environmental Soil Investigation on West Santa Ana Boulevard/ Bristol Street Station Stop (Stage 1)	Approved	5/18/2021	\$9,840.60
66	Ground Penetrating Radar Investigation	Approved	9/1/2021	\$208,000.00
67	City of Garden Grove Driveway Standard Update	Approved	11/24/2021	\$20,637.83
68	Ross Intersection Traffic Signal Conduit Installation	Approved	6/7/2021	\$18,000.00
69	Optical Backbone Network System Redundancy	Approved	2/25/2022	\$520,582.00
71	Traffic Signal Interconnect	Approved	4/12/2022	\$208,000.00
71.1	Traffic Signal Interconnect Additional Funding	Approved	5/31/2022	\$500,000.00
71.2	Traffic Signal Interconnect Additional Funding	Approved	3/4/2025	\$165,802.56
71.3	Traffic Signal Interconnect - Ethernet Switches	Approved	6/16/2025	\$171,122.00
72	Cathodic Protection at MSF and Car Wash	Approved	11/30/2023	\$292,745.56
77	Pavement Modification at Street Intersections	Approved	12/28/2021	\$208,000.00
77.1	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	5/3/2022	\$400,000.00
77.2	Pavement Modifications Along Embedded Tracks and Grade Crossings	Approved	9/22/2023	\$480,000.00
77.3	Pavement Modifications and Restoration Along Embedded Tracks and Grade Crossings	Approved	6/7/2023	\$1,300,000.00
77.4	Pavement Modifications and Restoration Additional Funding	Approved	5/28/2025	\$350,000.00
77.5	Pavement Modifications and Restoration Additional Funding	Pending		\$250,000.00
79	MSF Permit Drawings and Revisions	Approved	6/24/2022	\$3,000,000.00
80	Contract Language Modifications Escrow Documents	Approved	4/12/2022	\$0.00
82	Third-Party Utility Work - Southern California Gas: Expose Abandoned Gas Lines	Approved	6/9/2022	\$100,000.00
82.1	Third-Party Utility Work - AT&T	Approved	6/21/2022	\$108,000.00
83	Additional Storage of Four TPSS Units at Factory	Approved	6/21/2022	\$208,000.00
83.1	Storage of TPSS	Pending		\$400,000.00
86	OCS Pole Grounding Conduit Routing at PEROW	Approved	5/24/2022	\$200,000.00
86.1	OCS and Platform Grounding Conduit Additional Funding	Approved	4/18/2023	\$300,000.00
88	Traction Power Sub-Station Grounding Revisions	Approved	6/6/2022	\$209,839.49
89	Equipment and Security Upgrades	Approved	6/22/2022	\$2,200,000.00
89.1	Additional Security Modifications	Approved	6/11/2025	\$750,000.00
89.2	MSF Access Control Supplemental	Pending		\$261,125.51
90	Contract Language Modifications - Electronic Compliance Auditing Tool Disadvantaged Business Enterprise Reporting	Approved	11/17/2022	\$0.00
91	Customer Information Center Enclosure and Component Modifications	Approved	6/20/2022	\$1,650,000.00
91.1	Additional Customer Information Center Enclosure and Component Modifications	Pending		\$1,000,000.00
92	Changes to Platform SCE Meter Pedestals	Approved	6/28/2023	\$208,613.05
93	Wheel Turing Pit Modifications	Approved	2/2/2024	\$318,486.42
93.1	MSF Jib Cranes	Approved	8/18/2025	\$96,938.87
94	Traffic Signal Pole Modifications	Approved	6/22/2022	\$800,000.00
96	Relocate Bumping Posts and Train Signal Cabinet at Harbor Station	Approved	6/22/2022	\$400,000.00
104	MSF Ductwork and Louvers Revised Plans	Approved	8/1/2025	\$48,934.50
105	Modifications to the Track Slab Detail to Clear Utility Conflicts	Approved	5/18/2023	\$3,500,000.00
108	Traffic Signal and Pedestrian Crossing Equipment Modifications	Approved	9/17/2024	\$253,851.23
108.1	Traffic Signal and Pedestrian Crossing Modifications	Approved	10/13/2025	\$21,946.41
110	Malcom and Spectrum Utility Concurrent Impacts (Claim 09)	Approved	12/30/2021	\$123,714.20
117	Manual Train Control Override	Approved	4/29/2022	\$208,000.00
117.1	Manual Train Control Override Additional Funding	Approved	6/9/2022	\$700,000.00

CCO No.	Title	Status	Date Executed	Cost
118	Added Pedestrian Crossing and Updated City Standard Signage	Approved	6/6/2024	\$64,411.79
130	Drainage and Traction Power Underground Conflicts	Approved	10/11/2023	\$138,724.00
133	MSF Western Concrete Masonry Unit Wall Modifications	Approved	1/27/2023	\$208,000.00
139	Soundwall #2 CIDH Foundation Adjustments	Approved	7/24/2023	\$29,570.95
140	TPSS Additional Rear Doors	Approved	9/28/2023	\$64,275.10
145	Structural Steel Quality Control Inspection and Testing	Approved	5/31/2022	\$350,000.00
146	Train Signal Modifications	Approved	6/14/2022	\$850,000.00
148	Emergency Communication Devices	Approved	2/17/2023	\$195,000.00
150	Fourth Street Extended Work Hours and Public Safety	Approved	9/28/2022	\$500,000.00
150.1	Fourth Street Extended Work Hours and Public Safety Additional Funding	Approved	12/15/2022	\$800,000.00
150.2	Fourth Street Extended Work Hours Additional Funding	Approved	6/18/2024	\$250,000.00
157	Traffic Control Allowance Extension (Bid Item 33)	Approved	2/6/2023	\$208,000.00
157.1	Traffic Control Allowance Extension (Bid Item 33)	Approved	9/21/2023	\$300,000.00
157.2	Traffic Control Allowance Extension (Bid Item 33)	Pending		\$150,000.00
158	Station Canopy Glass Price Escalation	Approved	10/17/2022	\$72,607.09
161	Contract Language Modification - Article 9 - Notices	Approved	11/17/2022	\$0.00
164	Station Platform, Parking Lot, and Sasser Park Lights	Approved	5/18/2023	\$300,000.00
168	MSF Pits, Stair and Safety Railing Revisions	Approved	10/29/2025	\$51,013.00
169	Traffic Signal Systems Spare Equipment for City of Santa Ana	Approved	3/28/2025	\$56,626.20
170	Station Spare Parts	Approved	1/2/2025	\$518,592.05
173	Buried OCS Pole Grounding	Approved	8/22/2024	\$209,500.00
173.1	Buried OCS Pole Grounding	Approved	8/27/2024	\$123,643.00
175	Additional Fence and Gates to Minimize Trespassing in PE ROW	Approved	5/6/2025	\$198,210.15
175.1	Additional Fence and Gates to Minimize Trespassing in PE ROW	Pending		\$200,000.00
177	Traffic Signal Plan Revisions: Utilizing Different Anchor Bolt Patterns	Approved	1/27/2023	\$208,000.00
177.1	Traffic Signal Pole Revisions Additional Funding	Approved	5/5/2025	\$100,000.00
178	Station Standby Lighting	Approved	12/16/2024	\$127,795.00
180	Miscellaneous Minor Changes at MSF	Approved	8/29/2025	\$51,406.77
182	Homeless Security and Cleanup	Approved	2/16/2023	\$208,000.00
183	Track Switch Indication Lights	Approved	2/28/2023	\$480,000.00
184	Santa Ana Boulevard Extended Hours	Approved	12/14/2022	\$208,000.00
185	Additional Builder Risk Insurance	Approved	2/8/2023	\$550,000.00
186	MSF Catenary Interlock System	Approved	2/17/2023	\$208,000.00
186.1	MSF Interlock System Additional Funding	Approved	12/27/2024	\$781,619.17
187	Schedule Impacts Associated with TIE 08	Approved	10/24/2022	\$0.00
187.1	Schedule Impacts Associated with TIE 08	Approved	6/22/2023	\$2,847,000.00
188	Relocation of the Traction Power Track Connection Boxes in Segment 4	Approved	5/23/2024	(\$102,757.22)
189	MSF Grounding Additions	Approved	3/28/2025	\$178,283.21
189.1	MSF Grounding Additions Spplmental	Pending		\$50,000.00
190	Track Bumping Post Modifications	Approved	6/13/2024	\$206,920.32
191	Four-Fold and Coiling Doors at the MSF	Approved	6/20/2023	\$300,902.44
193	Embedded Track Transition to Paved Ballasted Track	Approved	2/20/2024	\$182,498.67
194	Malcom's Differing Site Condition Impacts for CIDH Pile Installation (Claim 10)	Approved	3/16/2023	\$209,999.00
195	Schedule Impacts Associated with TIE 12	Approved	3/27/2023	\$0.00
195.1	Schedule Impacts Associated with TIE 12	Approved	6/20/2023	\$1,249,403.38
195.2	Schedule Impacts Associated with TIE 12	Approved	5/3/2024	\$245,501.00
195.3	Schedule Impacts Associated with TIE 12	Approved	5/6/2024	\$940,580.78
196	Shore Power at the MSF	Approved	8/13/2024	\$363,651.56
197	OCS Pole and Foundation Revisions	Approved	6/19/2023	\$128,706.34
198	Fourth Street Planter Lighting, Irrigation Wiring, and Power Modifications	Approved	9/16/2024	\$85,247.00
199	Improvements at Civic Center Plaza	Approved	3/16/2023	\$208,000.00
200	Infrastructure for Electric Vehicle Charger at Santa Ana Regional Transportation Center	Approved	8/21/2023	\$25,000.00
201	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	12/29/2023	\$450,000.00
201.1	Intumescent Fireproof Coating on Structural Steel at the MSF	Approved	5/29/2024	\$123,039.00
203	Sidewalk Paver Material and Labor Escalation	Approved	6/19/2023	\$209,730.72
204	MSF Pedestal Track Spacing M1-M2	Approved	12/28/2023	\$20,325.88
206	Track Isolation at end of Embedded Track	Approved	6/6/2024	\$119,790.41
207	Sewer Ejector Changes at MSF	Approved	2/1/2024	\$208,221.98
208	Ultrasonic Cleaner Model Changes	Approved	6/7/2024	\$44,401.70
209	Harbor OCS Modifications	Approved	2/4/2025	\$205,657.98
210	MSF Extended Work Hours	Approved	1/3/2024	\$209,500.00
211	OCS Pole Re-Raking and Adjustment	Approved	6/4/2024	\$208,000.00
212	Restraining Rail Conflicts at M1, M2, M3 and Y1 Tracks	Approved	5/8/2024	\$35,426.59
213	Various Sidewalk and Brick Restoration Work	Approved	8/12/2024	\$209,500.00
214	SCE Switchgear Breaker Setting and Commissioning	Approved	4/30/2024	\$143,986.69
215	Emergency Walkway Track Crossing at Raitt and Fairview Platform	Approved	12/28/2023	\$113,812.10
217	Improvements at Sasser Park	Approved	5/8/2024	\$209,298.00
220	Ross Street Intersection Modifications	Approved	8/30/2024	\$140,421.07
221	Electrical Modifications at Sasser Park	Approved	8/30/2024	\$128,045.06
222	SCE Electrical and Service Connections at Various Intersections	Approved	12/27/2024	\$368,980.95
225	Train Control Battery Backup	Approved	9/17/2024	\$349,848.89
226	Traffic Signal Pole and Mast Arm Adjustments at Santiago, Shelton and Bristol	Approved	9/26/2024	\$52,702.00
227	Traffic Signal and Striping Modifications Due to the City of Santa Ana Bike Lane Project	Approved	8/30/2024	\$45,088.00
228	OCS Feeder Cable Theft Protection	Approved	10/14/2024	\$243,904.68
230	Traffic Signal Cabinet Relocation Sycamore Street and Santa Ana Boulevard	Approved	9/16/2024	\$93,878.89
231	Bid Item 61 (Utility Service Fee) Extension	Approved	6/7/2024	\$185,000.00
232	Platform Modifications	Approved	11/13/2024	\$70,648.35
232.1	Platform Modifications	Approved	7/21/2025	\$122,857.93

CCO No.	Title	Status	Date Executed	Cost
233	MSF Information Technology Room and Data Port and Communication Device Changes	Approved	11/18/2024	\$1,519,579.00
233.1	MSF IT Upgrades Supplemental	Approved	10/13/2025	\$417,576.00
234	Schedule Impacts Associated with TIE 18	Approved	5/8/2024	\$0.00
235	Diesel Particulate Filter	Approved	10/11/2024	\$77,050.69
237	Garfield & Sycamore SCE Services Pedestals and Foundation Changes	Approved	9/30/2024	\$56,300.78
238	Special Trackwork Bonding	Pending		\$600,000.00
239	TPSS #01 Alternative Installation Method	Approved	12/12/2024	\$40,000.00
240	MSF Emergency Eyewash/Shower	Approved	10/13/2025	\$143,260.28
241	Modifications to the East and West Gates at MSF	Approved	6/9/2025	\$366,813.41
242	OCS Pole Ground Repair in PE ROW	Approved	2/4/2025	\$148,044.06
243	Overhead Utility Conflicts at Mortimer and SAB - Traffic Signal Pole No.'s 02 and 03	Approved	12/12/2024	\$38,498.93
244	Sump Pump Removal from Elevator	Approved	7/31/2025	\$45,697.23
245	Parton-Santa Ana Blvd Sidewalk Restoration	Approved	11/14/2024	\$22,763.02
246	Modifications to Signage, Push Buttons and Signal Heads	Approved	11/13/2024	\$76,618.35
248	MSF S&I Pit Access Controlled Gate Revisions	Pending		\$350,000.00
249	Lacy Platform Landscape Changes	Approved	7/31/2025	\$49,908.54
250	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Approved	5/7/2025	\$325,000.00
250.1	Modify Pumps in the Wheel Truing and Service and Inspection Pit	Pending		\$50,000.00
251	Accelerated Schedule Agreement	Approved	9/30/2024	\$40,338,054.00
251.1	Accelerated Schedule Agreement	Approved	10/14/2025	\$1,100,000.00
252	Public Conveyance and Safety Enhancements	Approved	2/12/2025	\$150,000.00
252.1	Public Conveyance and Safety Enhancements	Pending		\$250,000.00
253	SCE Invoices for Relocations due to GO 95 Conflicts	Approved	2/4/2025	\$150,000.00
254	Fairview Crossing Traffic Signal Poles Conflict with Overhead SCE Lines	Approved	2/4/2025	\$21,225.37
255	OCS Modifications	Approved	1/21/2025	\$200,000.00
255.1	OCS Modifications	Pending		\$350,000.00
256	Santa Ana River Bridge Landscape Revisions	Approved	10/13/2025	\$60,000.00
258	Harbor Station Adjustments	Approved	4/11/2025	\$200,000.00
259	MSF Bridge Plate Details S&I Pit	Pending		\$102,504.96
260	MSF Finishes	Approved	3/13/2025	\$200,000.00
260.1	MSF Finishes Supplemental	Pending		\$120,000.00
261	OCS Cross Contact Assemblies on Hand	Approved	3/4/2025	\$200,000.00
262	Auxiliary Contact Wire at EBT-5	Approved	8/29/2025	\$76,182.28
263	CIC Battery Replacement	Approved	5/6/2025	\$202,329.50
264	MSF Room 124 Added Fan Coil Units	Approved	7/31/2025	\$169,835.00
265	MSF Bridge Crane Conflicts with MEP	Approved	7/21/2025	\$200,000.00
266	MSF Systems	Approved	3/14/2025	\$200,000.00
266.1	MSF Systems	Pending		\$250,000.00
267	Wheel Truing Machine Testing	Approved	3/28/2025	\$92,397.00
268	MSF Additional Roof and Deck MEP Angle Supports	Approved	5/8/2025	\$199,232.85
268.1	MSF Additional Roof and Deck MEP Angle Supports	Approved	10/7/2025	\$59,867.90
270	MSF IT Room PDU Update	Approved	7/21/2025	\$34,920.17
271	MSF Lactation RM 109 and Breakroom RM 110 Revisions	Approved	7/21/2025	\$62,795.90
273	Fence Modifications	Approved	10/15/2025	\$83,258.91
275	Overhead Contact System Pole Twist and Arm Capacity	Approved	5/25/2025	\$400,000.00
277	MSF Fall Protection Modifications	Pending		\$425,000.00
279	MSF Ejector Pump Manifold and Truing Pit Trench Cover Plate	Approved	10/16/2025	\$84,801.39
281	MSF Truing Pit Air Assembly Relocation	Approved	8/21/2025	\$10,317.50
282	MSF Emergency Generator Protection	Pending		\$25,484.79
283	Westminster Bridge Additional Concrete Panels and Handrail Grounding Relocation	Approved	11/4/2025	\$22,549.19
285	MSF Fan in Room 124	Approved	7/21/2025	\$42,389.14
288	PE ROW Gate Modifications	Approved	8/1/2025	\$39,630.54
289	OCS – Elastic Arm Assembly Modifications	Approved	5/6/2025	\$100,000.00
290	OCS – Galvanized Steel to SST & Kevlar Changes	Approved	5/6/2025	\$205,000.00
291	OCS – Span Wire to Contact Wire Changes	Approved	5/22/2025	\$205,000.00
291.1	OCS – Span Wire to Contact Wire – Supplemental	Approved	10/15/2025	\$160,000.00
292	OCS – Feeder Wire & Tap Assembly Modifications	Approved	5/22/2025	\$200,000.00
293	Communications Systems Software and SCADA	Pending		\$900,000.00
294	MFS UPS Battery Replacement	Approved	8/29/2025	\$41,841.60
296	Ballast Walkway Modifications	Approved	7/21/2025	\$208,000.00
296.1	Ballast Walkway Modifications Supplemental	Pending		\$800,000.00
298	MSF Fire Safety Modifications	Pending		\$150,000.00
299	MSF and TPSS Transformer Tap Setting Adjustments	Pending		\$33,990.07
300	MSF Yard Section Insulator Relocation	Approved	10/13/2025	\$150,000.00
301	Train Signal Control Changes	Pending		\$1,000,000.00
302	Earthwork Inefficiencies due to Differing Site Conditions and OT	Pending		\$1,603,811.47
303	OCS Work Sequence Adjustment	Pending		\$100,000.00
305	MSF DC Bus Duct Modifications	Approved	8/29/2025	\$22,493.16
307	Systems Integration Testing and Start-Up	Approved	8/1/2025	\$200,000.00
309	Memorial Site Closure Plate Modifications	Pending		\$24,548.74
310	MSF Hardware Modifications	Approved	10/13/2025	\$50,512.28
315	MSF Ceiling Modifications	Pending		\$49,649.44

Subtotal Executed CCOs	\$130,901,338.18
Subtotal Pending CCOs	\$9,496,114.98
TOTAL CCOs	\$140,397,453.16
ORIGINAL VALUE	\$220,538,649.00
PROPOSED REVISED VALUE	\$360,936,102.16



South Orange County Transportation Projects Update



Implemented and Planned Projects in South Orange County

Since Initiation of Measure M2 (2011)

\$1.1 billion in freeway investments

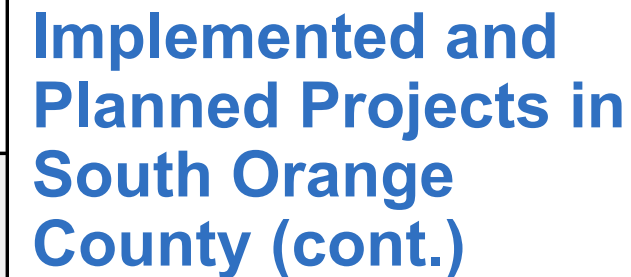
\$353 million in arterial projects

\$56.2 million in signal synchronization

\$187 million in rail investments

\$72.8 million in community circulators

\$305 million in Coastal Rail Stabilization Priority Projects



ADA - Americans with Disabilities Act
Cont. - Continued
Eng – Engineering
Hwy. - Highway
I-5 - Interstate 5
OC – Orange County
OCTA - Orange County Transportation Authority
PCH - Pacific Coast Highway
Pkwy. - Parkway
Prelim. - Preliminary
Rd. - Road
SR-73 - State Route 73
TBD - To be determined



Background

March 2020

Toll Road Extension Efforts Concluded

- Transportation Corridor Agencies conclude the South County Traffic Relief Effort (SCTRE)
- Coordinate with partners on three projects that fulfill the intent of the SCTRE

April 2020

OCTA Commits to Supporting Three Key Projects

- Board direction to advance development of three key projects in collaboration with partner agencies and stakeholders

October 2021

OCTA, County of Orange, and City of San Clemente Agree to Support the Three Key Projects

- Los Patrones Parkway Extension: Added to general plans and MPAH
- Ortega Highway Widening: Funding agreements executed for PS&E
- I-5 HOV Lane Extension: Initiated the PA/ED phase

Board – Board of Directors

HOV – High-Occupancy Vehicle

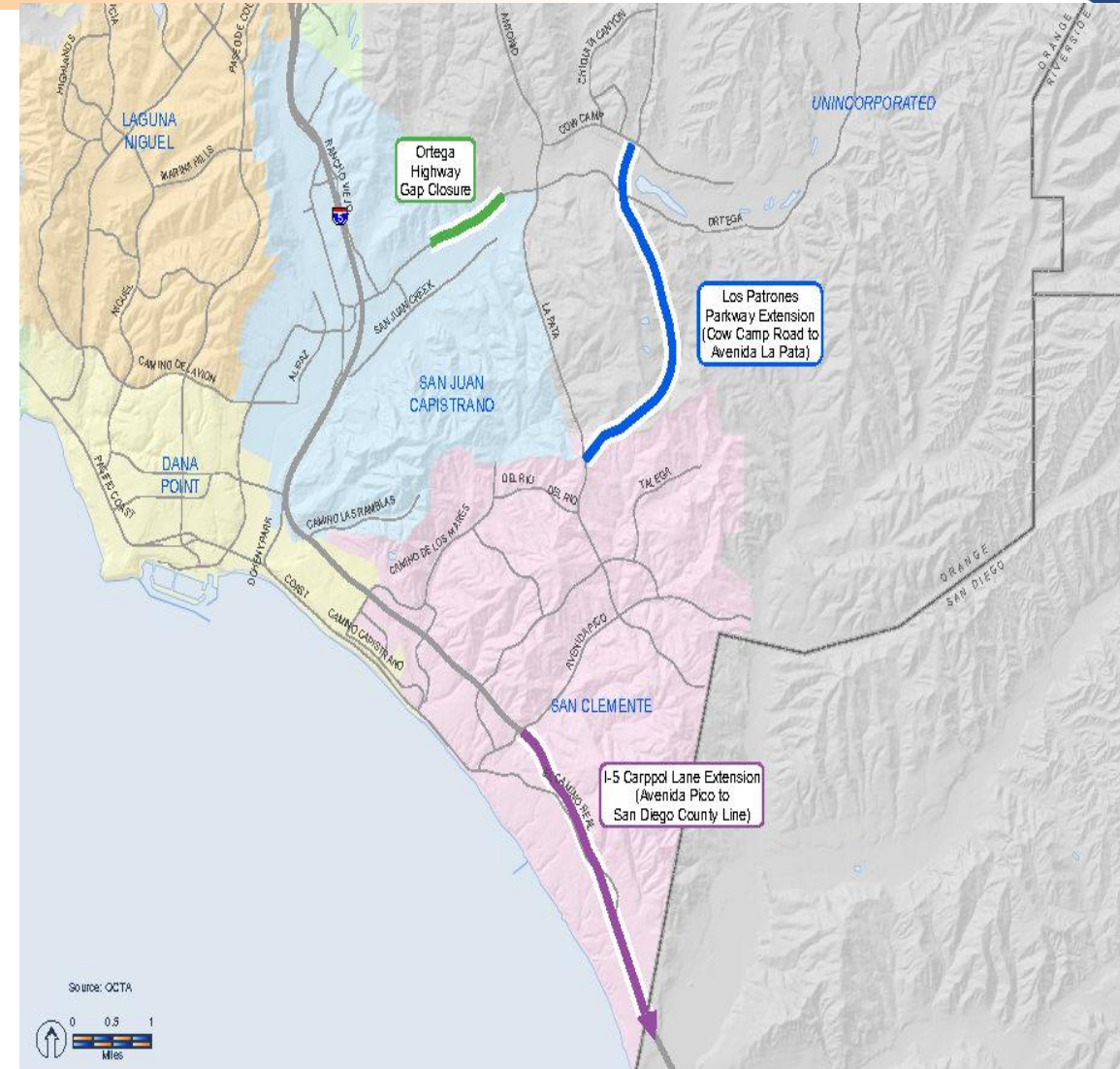
MPAH – Master Plan of Arterial Highways

M2 – Measure M2

PA/ED – Project Approval / Environmental Document

PS&E – Plans, Specifications, and Estimates

SR-241 – State Route 241





South Orange County Key Projects

Ortega Highway Widening (Caltrans)

- 1.1-mile widening from Calle Entradero to Reata Road; removes a key chokepoint and adds Class II bicycle lanes
- Final design underway by Caltrans: 2026 completion
- \$73.1 million for right-of-way and construction phases
- Fully funded with construction planned to start by 2027

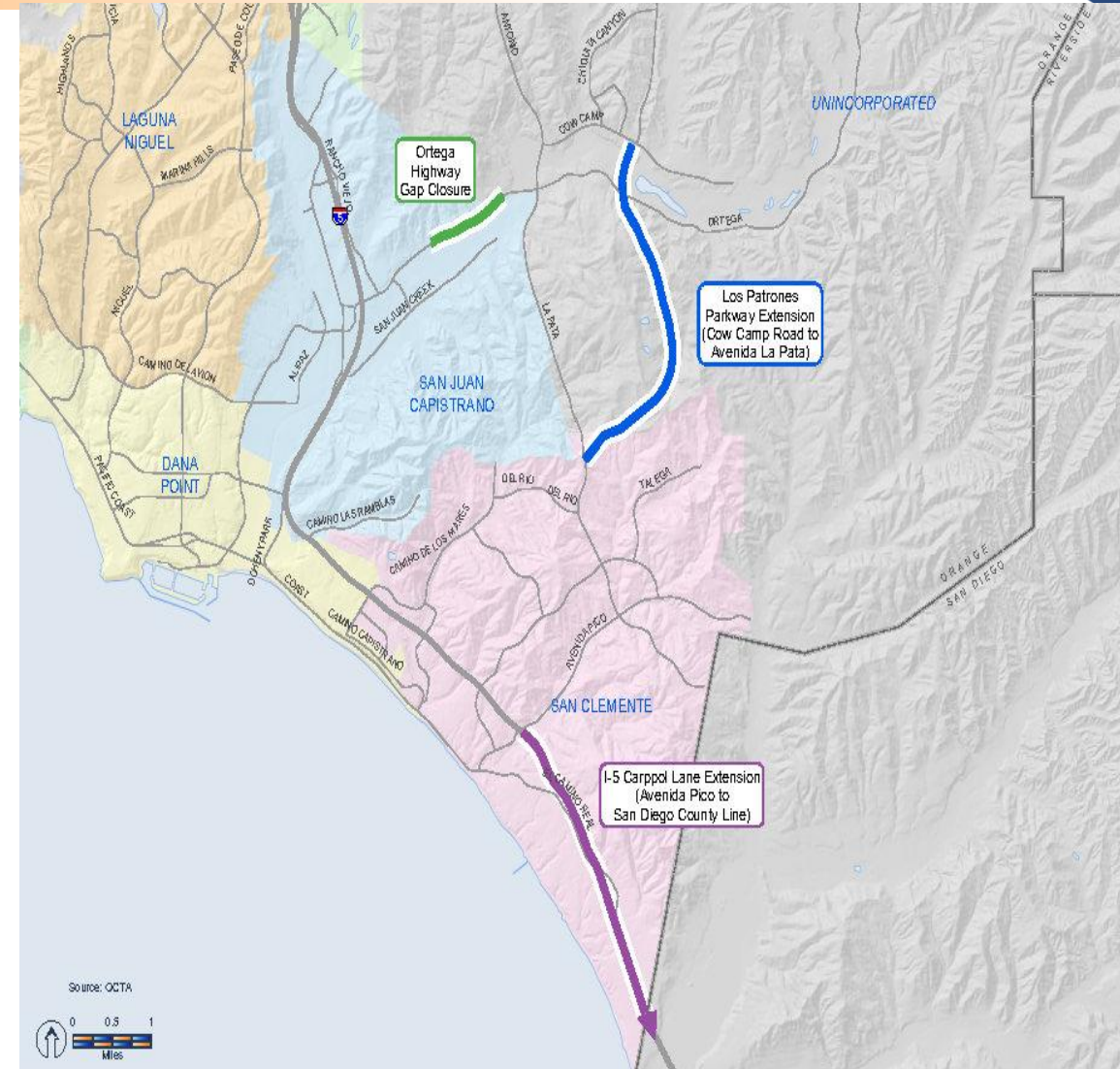
Los Patrones Parkway Extension (County of Orange and Rancho Mission Viejo Company)

- Approximately 3.7 miles and provides alternatives to adjacent corridors
- PA/ED underway: 2026 completion
- \$5 million of Measure M2 funding awarded in 2025 to support final design
- Final design: 2026-2029
- Preliminary construction cost estimate: \$230 million

I-5 HOV Lane Extension (OCTA and Caltrans)

- 3.4-mile project from San Diego County Line to Avenida Pico
- Environmental process underway: late 2026 completion
- Order of magnitude cost: \$400-450 million (*not including mitigation costs*)
- OCTA seeking grant funds for final design and right-of-way

Caltrans – California Department of Transportation





Update on Interstate 5 Improvement Project from the San Diego County Line to Avenida Pico



Project Background

- One of three projects agreed to in place of 241 Toll Road extension
- Located in the City of San Clemente
- Length: 3.4 miles
- Environmental phase began in March 2021
- One build alternative
- Project updates:
 - Orange County Transportation Authority Board of Directors: March 2022
 - City of San Clemente: April 2022
- Public scoping meetings:
 - In-person: July 2022
 - Virtual: August 2022





Build Alternative

Project Purpose

- Increase vehicle occupancy and vehicle throughput
- Improve mobility and trip reliability
- Provide inter-county and regional system connectivity

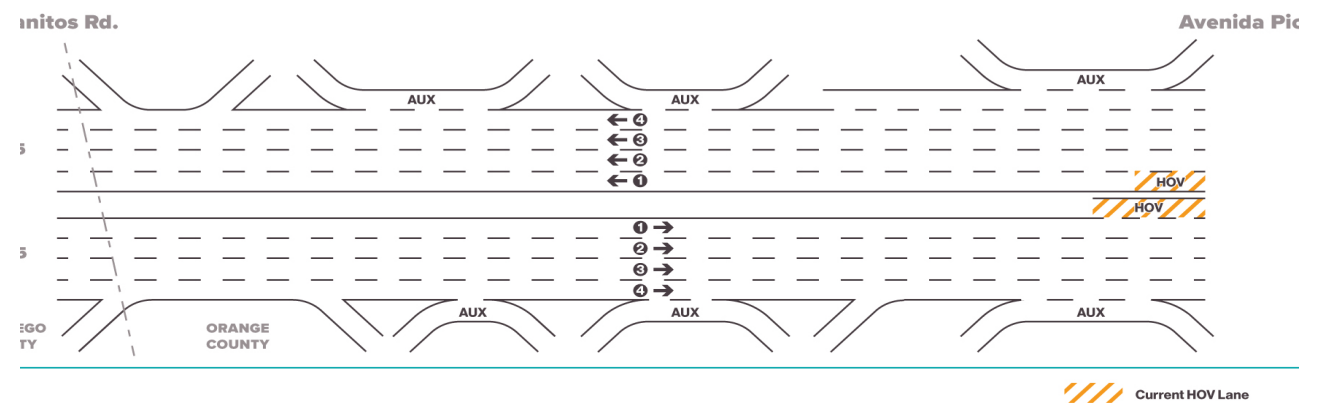
Proposed Improvements

- Extend the existing carpool lane to the San Diego County Line
- Modify three bridges and reconstruct two bridges
- Construct retaining/soundwalls
- Modify on- and off-ramps
- Reconstruct auxiliary lanes

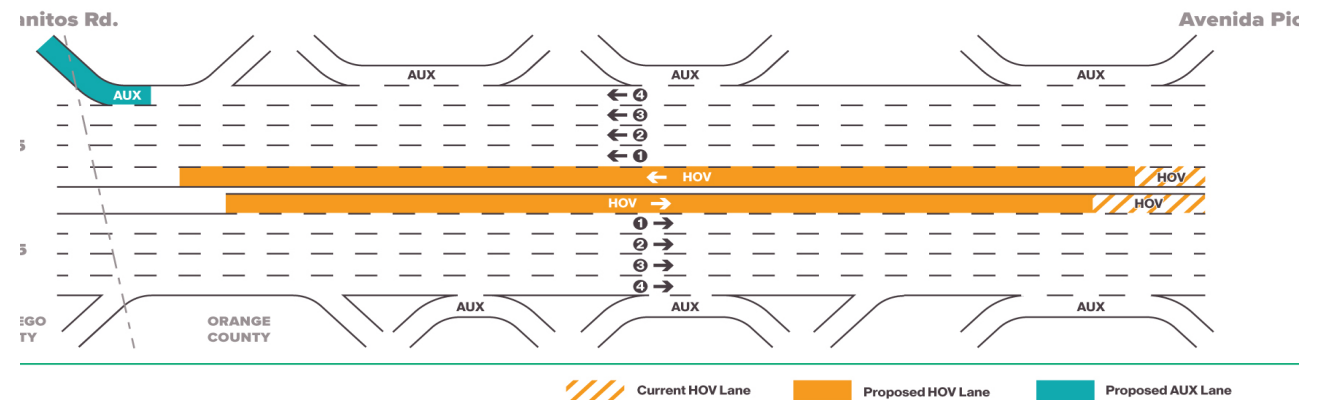
Build Alternative (cont.)

- Add one carpool lane in each direction
- Add new auxiliary lane and reconstruct existing auxiliary lanes

EXISTING CONDITION



BUILD ALTERNATIVE





Traffic Benefits

- Completes HOV lane system along I-5 in Orange County
- Enhances bicycle and pedestrian connectivity across I-5
- Reduces congestion and improves mobility on I-5:
 - Existing Conditions – LOS C for traffic operations on I-5
 - Build Alternative Opening Year (2033) – traffic operations improve at several freeway segments (LOS B or better)
 - Build Alternative Future Year (2055) – traffic operations improve at several freeway segments, including HOV lanes (LOS B or better)
 - No-Build Alternative – year 2033 and year 2055 (LOS C or better)

HOV – High-Occupancy Vehicle

LOS – Level of Service

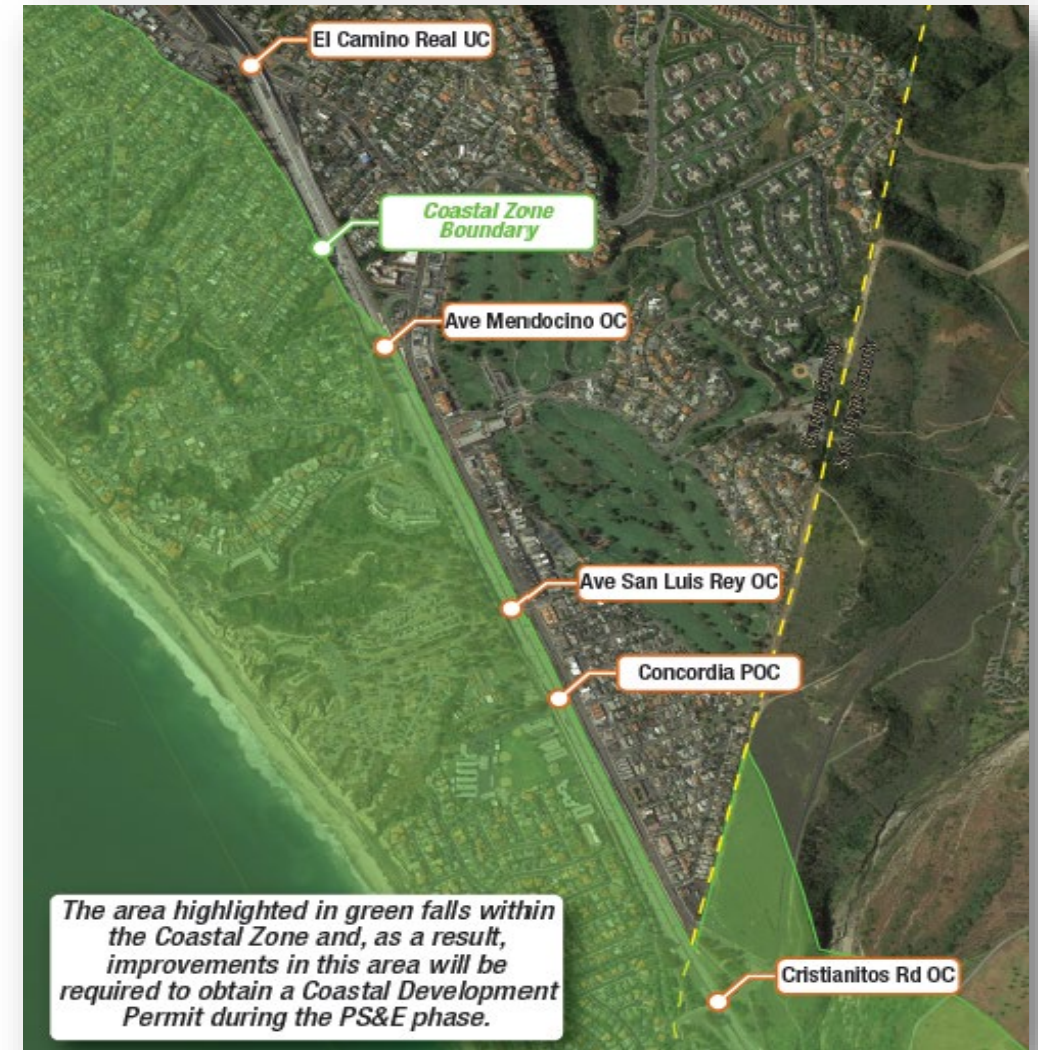
I-5 – Interstate 5

Special Environmental Considerations

- Project limits are within the coastal zone boundary
- CEQA/NEPA documentation anticipated to be an Environmental Impact Report/Environmental Assessment
- Incorporates SB 743 guidance related to vehicle miles traveled (VMT) on the State Highway System

CEQA – California Environmental Quality Act
NEPA – National Environmental Policy Act

*PS&E = plans, specifications, and estimates





Schedule

Activity	Anticipated Dates*
Complete environmental studies	Winter 2025
Public circulation of draft environmental document	Spring 2026
Public hearings (in-person and virtual)	Spring 2026
Select preferred alternative	Summer 2026
Approve final environmental document	Winter 2026

**Schedule subject to change*

- Inform the community about the project, process, findings
- Encourage public comments on the draft environmental document
- Civic organization briefings
- Business/school outreach
- City council presentations
- Media advertisement
- Social and traditional media





Stay Connected



Call the project hotline: 714-824-5235



Learn more online: octa.net/i5CountyLine



Email questions to: i5CountyLine@octa.net