



# **Orange County Transportation Authority**

## **Transit Committee Agenda**

**Thursday, December 11, 2025 at 9:00 a.m.**

Board Room, 550 South Main Street, Orange, California

### **Committee Members**

Fred Jung, Chair  
Vicente Sarmiento, Vice Chair  
Valerie Amezcua  
Stephanie Klopfenstein  
Carlos A. Leon  
Janet Nguyen  
Tam T. Nguyen

### **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 Committee 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](http://www.octa.net) or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

### **Meeting Access and Public Comments on Agenda Items**

Members of the public can either attend in-person or access live streaming of the Committee 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](mailto: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

# TRANSIT COMMITTEE MEETING AGENDA

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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

## Pledge of Allegiance

Director Klopfenstein

## Closed Session

There are no Closed Session items scheduled.

## Special Calendar

There are no Special Calendar items scheduled.

## Consent Calendar (Items 1 through 3)

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

### 1. Approval of Minutes

Clerk of the Board

#### ***Recommendation(s)***

Approve the minutes of the November 13, 2025 Transit Committee meeting.

#### ***Attachments:***

[Minutes](#)

### 2. 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.
- 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,

## TRANSIT COMMITTEE MEETING AGENDA

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LLC, in the amount of \$120,000, to complete finishes in various areas in the maintenance and storage facility.

***Attachments:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

**3. 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:***

[Staff Report](#)

[Attachment A](#)

### **Regular Calendar**

**4. 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.

## TRANSIT COMMITTEE MEETING AGENDA

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### ***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:***

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

[Attachment D](#)

[Presentation](#)

### **Discussion Items**

#### **5. OC Streetcar Call for Artists Initiative**

Ryan Armstrong/Maggie McJilton

##### ***Overview***

Staff will present the OC Streetcar "Call for Artists" initiative, focusing on visual identity strategy and application within the broader marketing plan.

##### ***Attachments:***

[Presentation](#)

#### **6. Public Comments**

#### **7. Chief Executive Officer's Report**

#### **8. Committee Members' Reports**

#### **9. Adjournment**

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

**9:00 a.m. on Thursday, January 8, 2026**

OCTA Headquarters  
550 South Main Street  
Orange, California





**Committee Members Present**

Fred Jung, Chair  
Vicente Sarmiento, Vice Chair  
Valerie Amezcua  
Stephanie Klopfenstein  
Carlos Leon  
Janet Nguyen

**Staff Present**

Darrell E. Johnson, Chief Executive Officer  
Jennifer L. Bergener, Deputy Chief Executive Officer  
Andrea West, Clerk of the Board  
Gina Ramirez, Assistant Clerk of the Board  
Martin Browne, Employee Rotation Participant  
James Donich, General Counsel  
OCTA Staff

**Committee Members Absent**

Tam T. Nguyen

**Call to Order**

The November 13, 2025, meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

**Special Calendar**

**1. Metrolink Service Performance Report**

Darren Kettle, Chief Executive Officer, Metrolink, provided a presentation.

No action was taken on this item.

**Consent Calendar (Items 2 through 6)**

**2. Approval of Minutes**

A motion was made by Vice Chair Sarmiento, seconded by Director Amezcua, and approved by the members present to approve the minutes of the October 9, 2025, Transit Committee meeting.

**3. Contract Change Orders for Construction of the OC Streetcar Project**

A motion was made by Vice Chair Sarmiento, seconded by Director Amezcua, and approved by the members present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 77.5 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$250,000, for pavement modifications and restoration.
- B. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 189.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$50,000, for maintenance and storage facility electrical grounding modifications.



- C. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 238 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$600,000, for special trackwork bonding.
- D. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 296.1 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$800,000, for emergency walkway modifications.
- E. Authorize the Chief Executive Officer to negotiate and execute Contract Change Order No. 302 to Agreement No. C-7-1904 with Walsh Construction Company II, LLC, in the amount of \$1,603,812, for earthwork inefficiencies caused by differing site conditions.

Director Janet Nguyen voted in opposition to this item.

**4. Consultant Selection for Construction Management Services for the Inland Slope Rehabilitation Phase II Project**

A motion was made by Vice Chair Sarmiento, seconded by Director Amezcua, and approved by the members present to:

- A. Approve the recommended selection of Fulcrum Consultants, Inc. as the firm to provide construction management services for the Inland Slope Rehabilitation Phase II Project.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-4- 2582 between the Orange County Transportation Authority and Fulcrum Consultants, Inc., in the amount of \$624,802, to provide construction management services for the Inland Slope Rehabilitation Phase II Project.

**5. Amendment to Cooperative Agreement with the Southern California Regional Rail Authority for the San Juan Creek Bridge Replacement Project**

A motion was made by Vice Chair Sarmiento, seconded by Director Amezcua, and approved by the members present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Cooperative Agreement No. C-0-2540 between the Orange County Transportation Authority and the Southern California Regional Rail Authority, to reallocate \$2,760,000 in contingency funds and \$1,194,039 in new funding, for construction support services related to the San Juan Creek Bridge Replacement Project.



- B. Authorize the use of up to \$1,194,039 in SB 125 Transit Program accrued interest funds for the San Juan Creek Bridge Replacement Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

**6. Acceptance of Grant Award from Department of Homeland Security Transit Security Grant Program**

Vice Chair Sarmiento pulled this item for further discussion.

Following a discussion, a motion was made by Vice Chair Sarmiento, seconded by Chair Jung, and approved by the members present to continue this item to a future meeting for additional information from staff pertaining to the details of the grant program and what is required under the grant regarding the type of funding received and what that funding can be used as well as what information will be shared with the Department of Homeland Security.

**Regular Calendar**

**7. OC Streetcar Project Quarterly Update**

Jeff Mills, Director, Capital Program Delivery, and Tresa Oliveri, Public Outreach, provided a presentation.

No action was taken on this receive and file item.

**8. Radio Communications Equipment Replacement for OC ACCESS Fleet**

A motion was made by Director Amezcua, seconded by Director Klopfenstein, and approved by the members present to authorize the Chief Executive Officer to negotiate and execute sole source Agreement No. C255013 between the Orange County Transportation Authority and Conduent Transport Solutions, Inc., in the amount of \$2,876,847, for the purchase of hardware and services necessary to replace 242 Integrated Vehicle Unit 2100s with the advanced Integrated Vehicle Unit 4000P for the Orange County Transportation Authority's paratransit fleet.

**Discussion Items**

**9. Bimonthly Transit Performance Report**

Melissa Mungia, Department Manager, Scheduling and Bus Operations Support, provided a presentation on this item.

No action was taken on this receive and file item.



**10. Public Comments**

Public comment was received via email on November 12, 2025, from Don Hammonds and provided to the Committee Members prior to the meeting.

**11. Chief Executive Officer's Report**

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- Recent attendance at the Self-Help Counties Coalition's Focus on the Future Conference in San Francisco
- OC WAVE fare payment update

**12. Committee Members' Reports**

Director Klopfenstein reported that she attended the OCTA Veterans' Day event on November 11, 2025.

**13. Adjournment**

The meeting was adjourned at 10:24 a.m.

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

**9:00 a.m. on Thursday, December 11, 2025**

OCTA Headquarters  
550 South Main Street  
Orange, California



**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.

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***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:**



Jeff Mills, P.E.  
Director, Capital Project Delivery  
(714) 560-5925

**Approved by:**



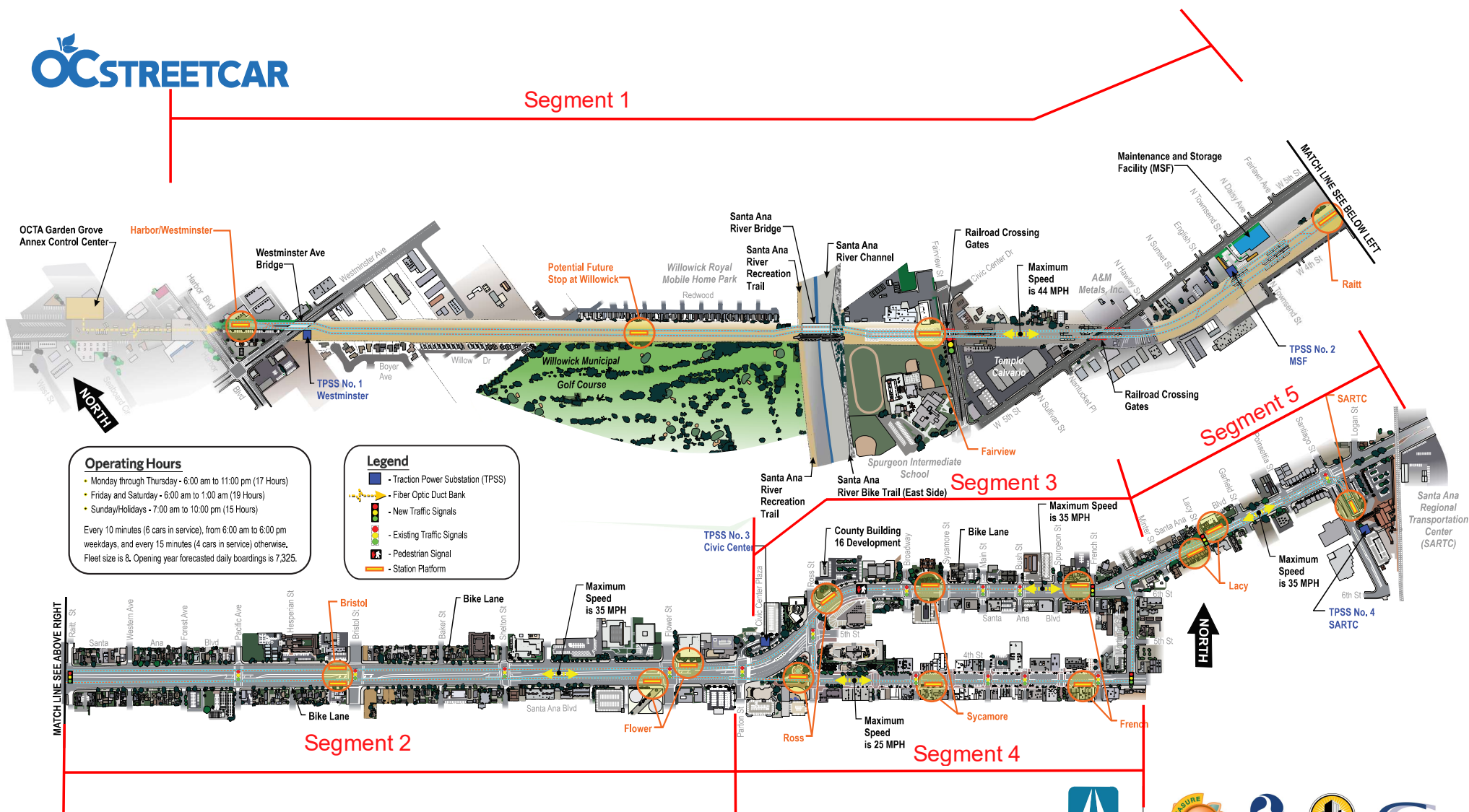
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Pia Veasapen  
Director, Contracts Administration and  
Materials Management  
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# Map of OC Streetcar Project Alignment



**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





**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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**Approved by:**



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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.



**December 11, 2025**

**To:** Transit Committee

**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 to prevent discrimination in all transit-related programs and services.

### ***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 would result in any disparate impacts on minority populations or disproportionate burdens on 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 will not result in a disparate impact on minority populations or 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 would result in a disparate impact on minority populations or a disproportionate burden on 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 disparate impact or 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 disparate impacts or disproportionate burdens are 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

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

**Acronyms**

OTP - On-time performance

RVH - Revenue vehicle hour

SAT- Saturday

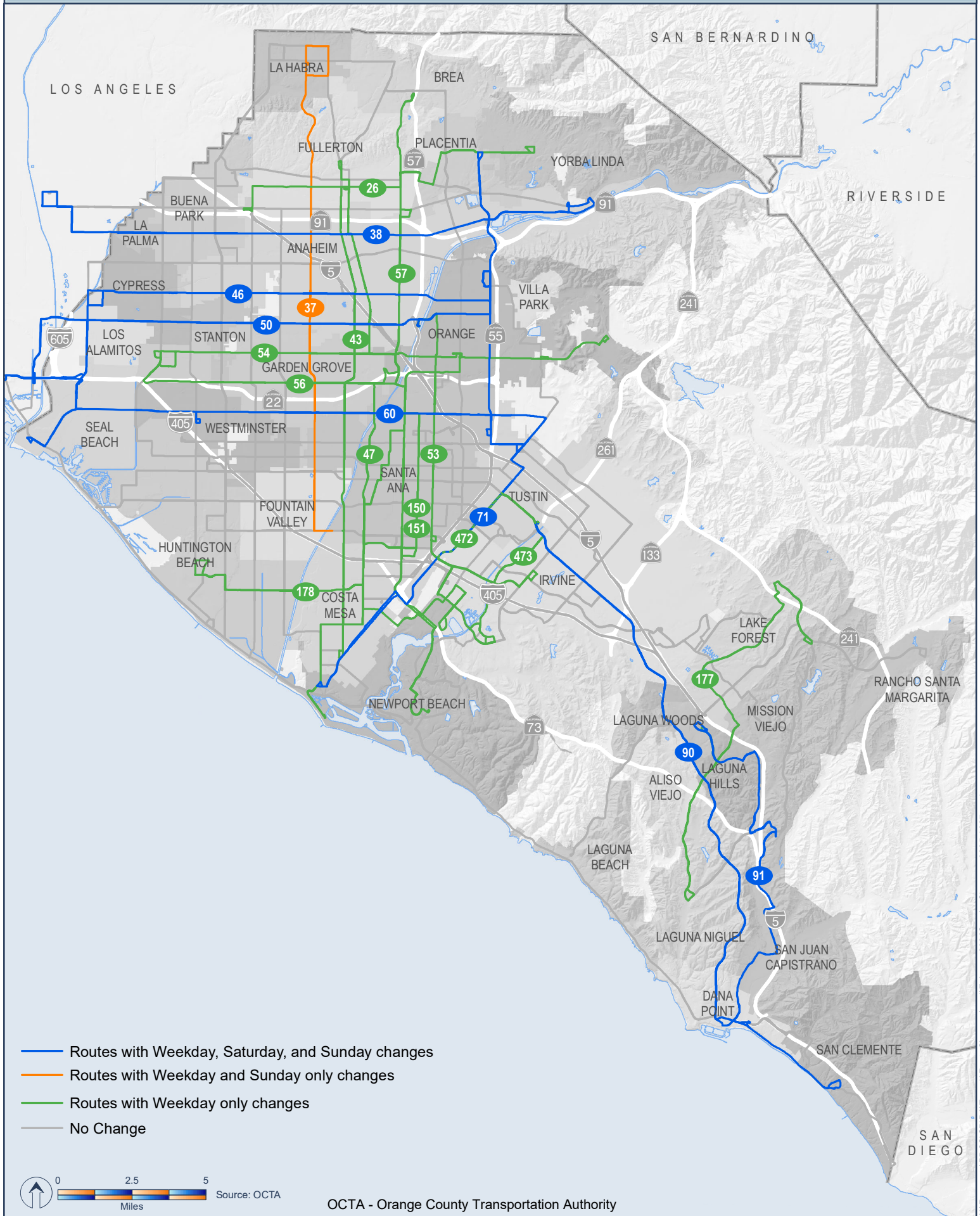
SUN - Sunday

WKD - Weekday



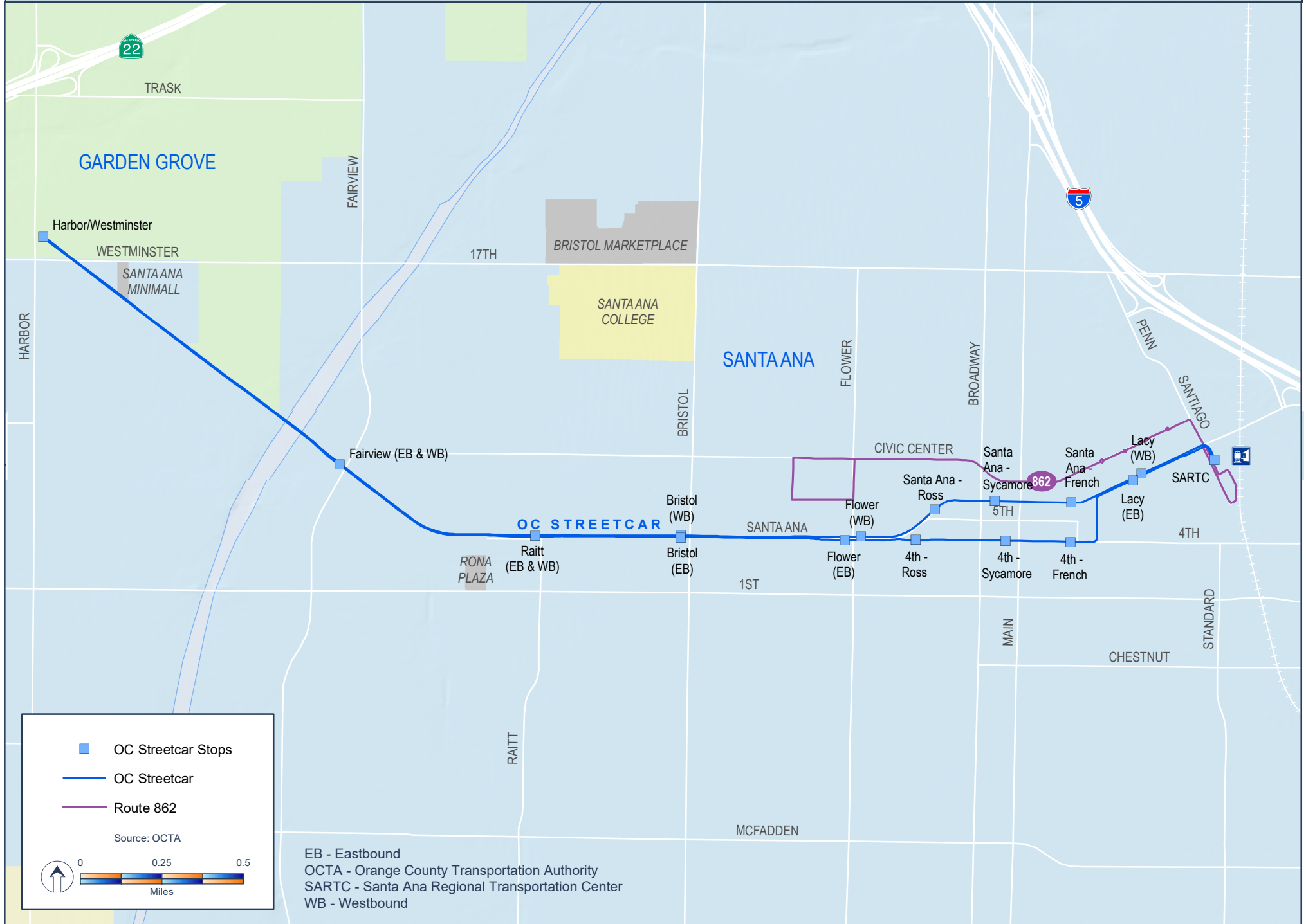
# February 2026 Service Change: Bus Route Recommendations

**ATTACHMENT B**



# Route 862 and OC Streetcar Alignment

ATTACHMENT C







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

Prepared by HDR for  
Orange County Transportation Authority  
December 11, 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 streetcar, the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2019-2020 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 neither decision was determined based on race, color, or national origin and would not result in a disparate impact on minority populations and/or a disproportionate burden on low-income populations.

**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"> <li>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.</li> <li>June 2022: Two (2) public meetings with residents of Segment 5.</li> </ul>



Activity / Program	Description
	<ul style="list-style-type: none"> <li>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).</li> <li>June 2023: Two public outreach meetings were held to provide information about upcoming activities as well as system electric requirements.</li> <li>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.</li> </ul>
Events / Staff Information Table	<ul style="list-style-type: none"> <li>April 2022: Held event with Que Buena Radio on April 9 where they broadcasted messages encouraging people to come support businesses on Fourth Street.</li> <li>June 2022: Staff table on June 4, with project information and Q&amp;A.</li> <li>September 2022: Information table at an Employee Appreciation Event sponsored by Supervisor Foley (100 attendees received information and education).</li> <li>October 2022: Early Black Friday shopping event (Oct 22 &amp; 23), more than 80 shoppers stopped by OC Streetcar table.</li> <li>November 2022: Staff information tables at community events.</li> <li>September 2023: Information tables at four Back-to-School evenings.</li> <li>December / November 2023: staff attended several community events such as Noche de Altares and ArtWalk.</li> <li>April 2024: Information table at Garfield Elementary School (more than 100 families).</li> <li>May 2024: Information table at the City of Santa Ana's Public Works Community Event on May 18 (More than 100 attendees).</li> <li>July 2024: Staff scheduled attendance at Back-to-School events at schools adjacent to the alignment.</li> <li>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).</li> <li>November 2024: Outreach team hosted an information table at a holiday event at 4th Street and French Street (more than 100 visitors).</li> <li>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.</li> </ul>
General Coordination	<ul style="list-style-type: none"> <li>June 2022: Coordinated with homeowners and Orange County Sheriff's Department for brief driveway closure.</li> <li>December 2022: OCTA Bus Operations staff were consulted, and a field visit was held.</li> <li>August 2023: Met with City of Santa Ana Economic Development staff to discuss transitional marketing support.</li> </ul>





Activity / Program	Description
	<ul style="list-style-type: none"> <li>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.</li> <li>March 2024: The outreach team met with representatives of the Santiago Lofts to discuss the sidewalk restoration adjacent to their property.</li> <li>October 2024: Outreach staff provided a project update and safety messaging information at OCTA's Community Advisory Committee meeting.</li> </ul>
Educational Tours/ Seminars	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>August 2023: Hosted tours for WTS Academy members, the Orange County Grand Jury members, and the Southern California Legislative Roundtable members.</li> <li>December 2023, November 2023: Staff hosted a briefing and tour in Segment 4 for UCI students.</li> <li>May 2024: Project tour for participants in OCTA's Early Career Academy program.</li> <li>August 2024, September 2024: OCTA provided a walking tour of downtown Santa Ana for members of the Railway Association of Southern California.</li> <li>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.</li> </ul>

**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 streetcar<sup>1</sup>. 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 Streetcar<sup>2</sup>. 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.

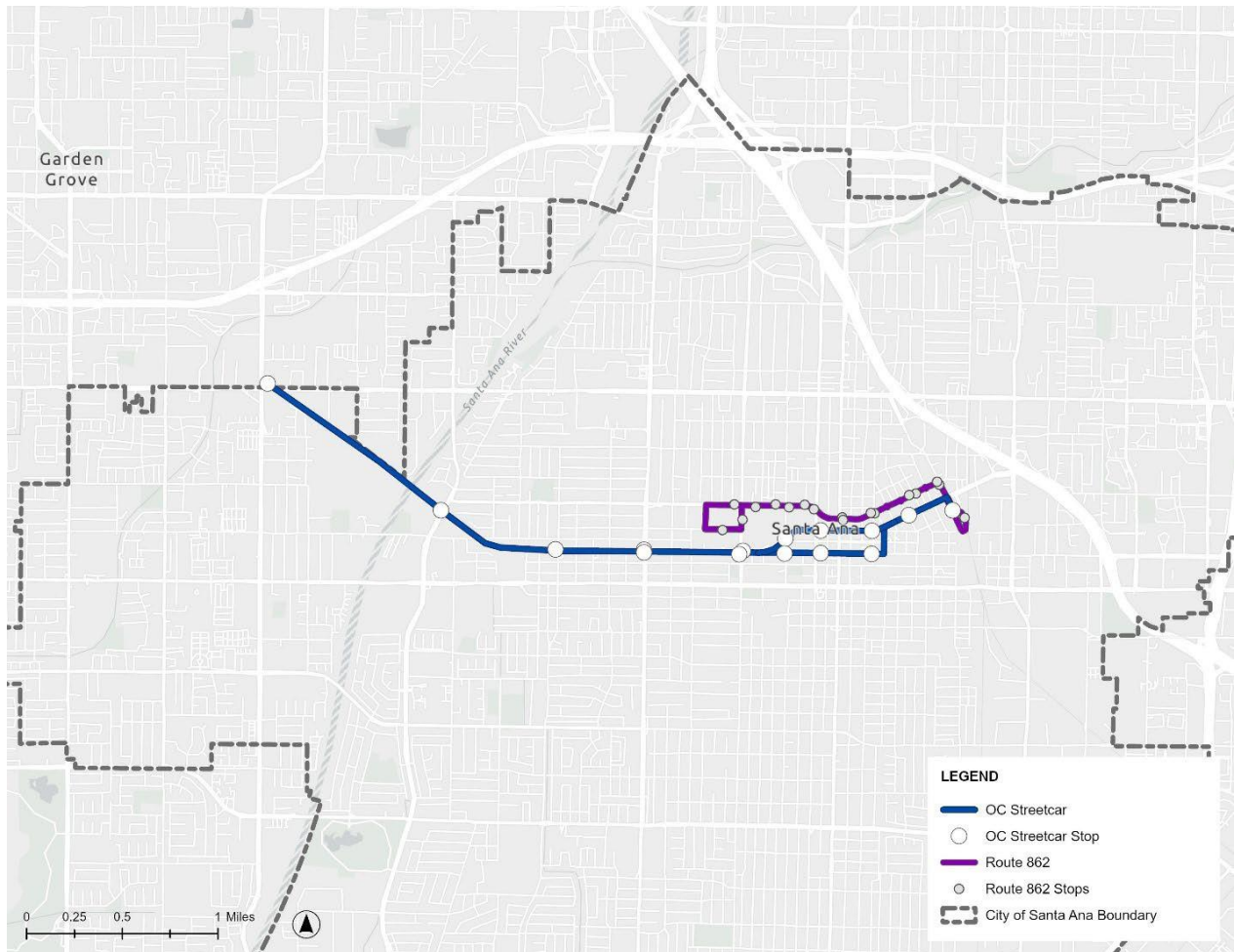
Results of a public survey regarding the elimination of Route 862 are provided in Section 2.3. As the elimination of Route 862 is considered a major service change under OCTA's Title VI Policy, a Title VI service evaluation was conducted and is documented in Section 4.0 of this report.

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

<sup>2</sup> 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](http://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"> <li>Brochure with a survey as seat drops on Route 862</li> </ul>
Digital Information	<ul style="list-style-type: none"> <li>Email blasts</li> <li>Public information on organic social media</li> <li>Digital toolkit</li> </ul>
In-Person Rider Outreach	<ul style="list-style-type: none"> <li>Bus ride-alongs on Route 862</li> <li>SARTC</li> </ul>
Community/Ethnic Events and Organizations	<ul style="list-style-type: none"> <li>Attend meetings and events alongside OC Streetcar outreach team (movies/concerts at the park)</li> </ul>
Community Meetings	<ul style="list-style-type: none"> <li>7/10 OC Streetcar Safety - Washington Square Neighborhood Association</li> <li>7/24 Santa Ana Chamber of Commerce</li> </ul>
Customer Roundtable	<ul style="list-style-type: none"> <li>Virtual Community Meetings (early September)</li> </ul>
Local Jurisdiction Communications	<ul style="list-style-type: none"> <li>Provide materials to the City of Santa Ana</li> </ul>

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

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

## Results of Public Involvement Plan Survey

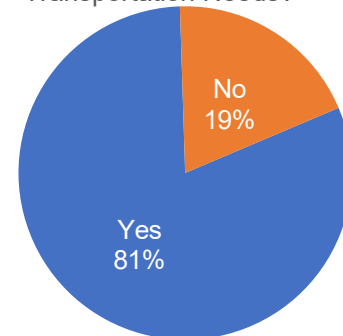
The key mechanism for gathering customer feedback was a public survey, available online and in print, conducted from July to August 2025. To ensure accessibility across area demographics, the survey was offered in four languages: English, Spanish, Vietnamese, and Mandarin. A total of 277 survey responses 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 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

Will OC Streetcar Meet Your Transportation Needs?



136 total Route 862 rider respondents



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, minority and low-income riders will not bear the burden in excess of the ten percent threshold that triggers a disparate impact to minority riders or a disproportionate burden to low-income riders. Therefore, there is no disparate impact or disproportionate burden.
- **Reduction of the day pass price:** Minority and low-income riders benefit from the price reduction in exact proportion to their use of the product. Therefore, there is no disparate impact or 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 disparate impact or 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 disparate impact 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 disparate impact or 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 disparate impact on minority populations and/or 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.

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 a disparate impact/disproportionate 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 disparate impacts/disproportional 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

This section provides a comparison of the operating characteristics and demographic conditions for Route 862 and the OC Streetcar. The purpose of this analysis is to ensure that the elimination of Route 862 does not have a discriminatory impact based on race, color, or national origin or result in a disparate impact on minority populations and/or a disproportionate burden on low-income populations.

### 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. Minority<sup>3</sup> and low-income<sup>4</sup> 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 within a half mile of Route 862 have a 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

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

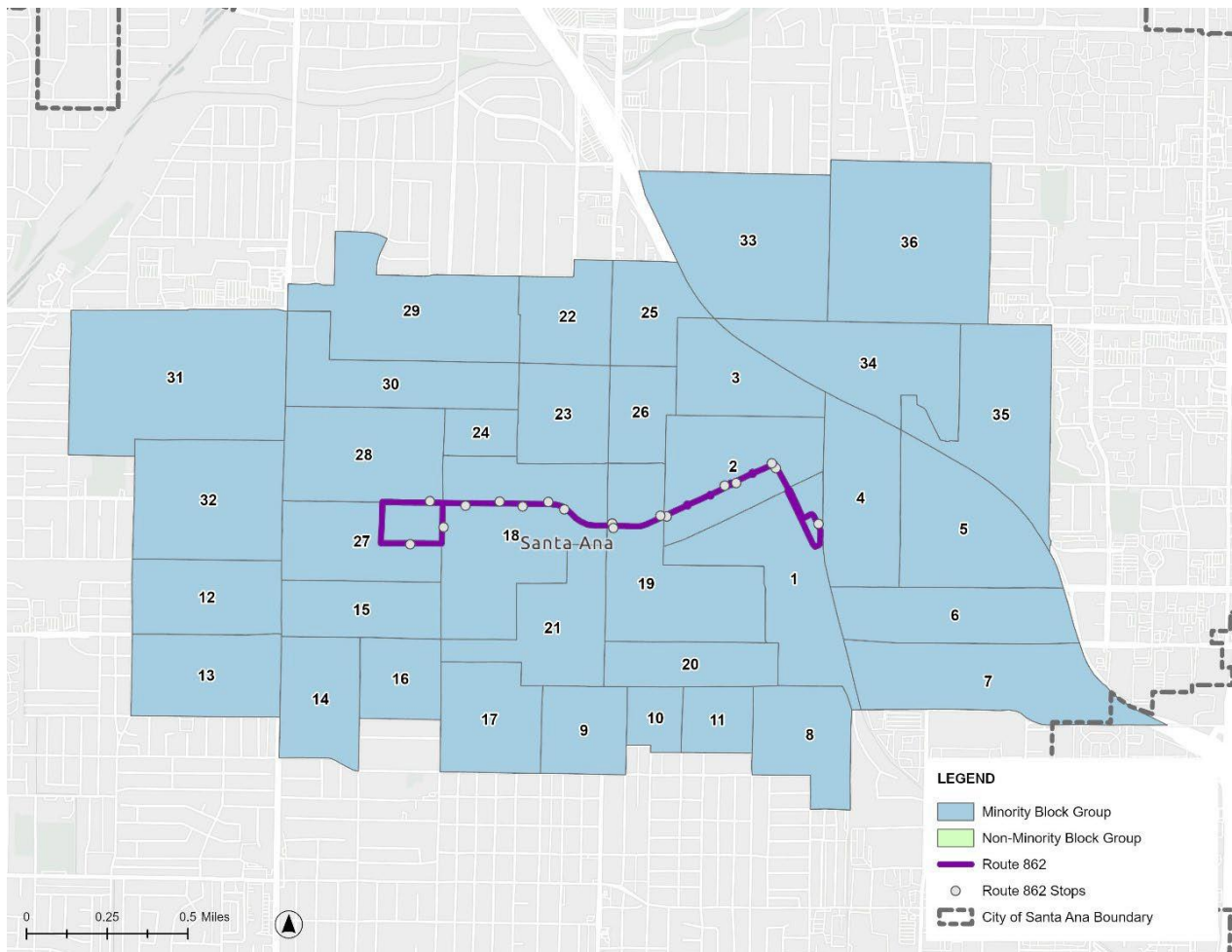
<sup>4</sup> Defined as the population at or below 100 percent of the poverty level as determined by the U.S. Department of Health and Human Services.



Map ID	Geography	Total Population	Minority Population		Minority Block Group
			Number	Percent	
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
	<b>All BGs within 1/2 mile</b>	<b>67,254</b>	<b>62,862</b>	<b>93.5%</b>	-
-	<b>Orange County</b>	<b>3,135,755</b>	<b>1,994,924</b>	<b>63.6%</b>	-

Source: 2023 ACS 5-Year Estimates, Table B03002

**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**

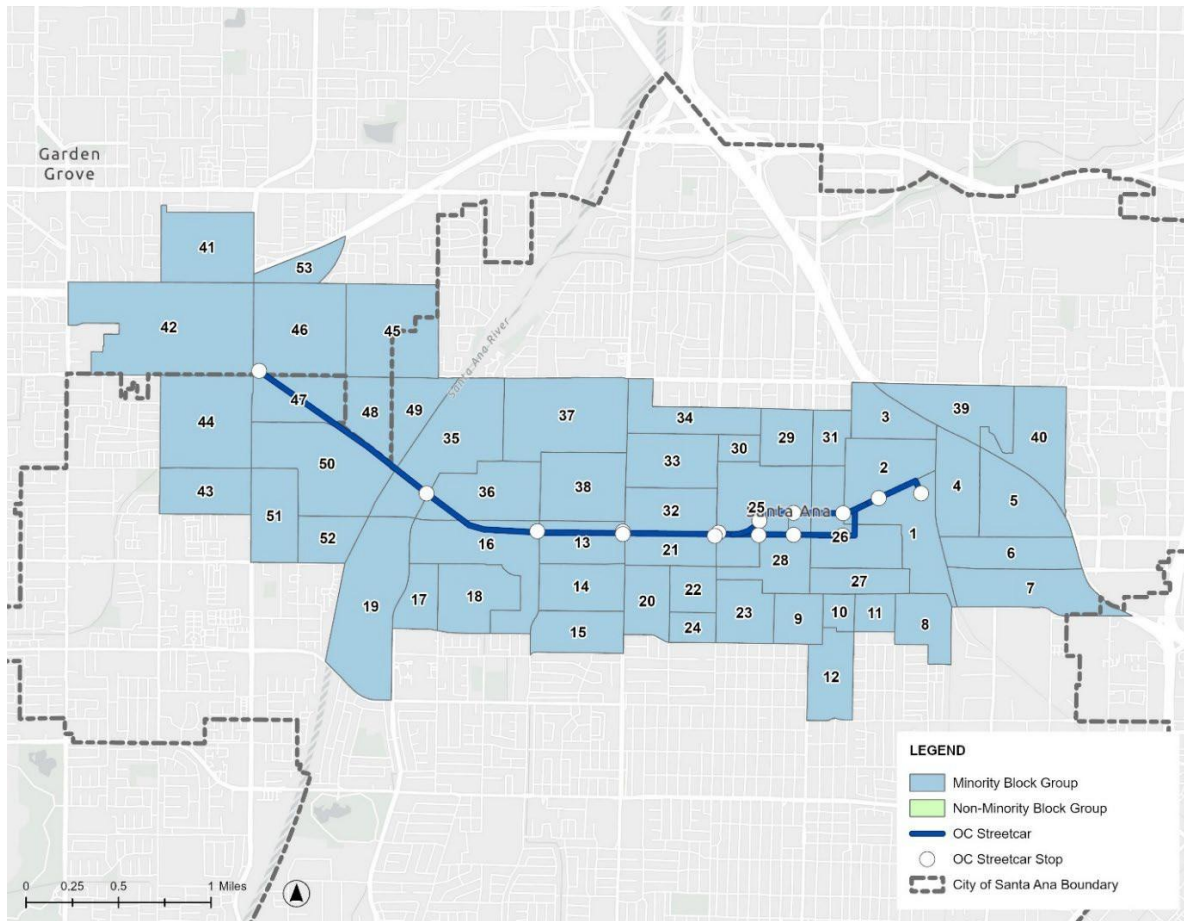
Map ID	Geography	Total Population	Minority Population		Minority Block Group
			Number	Percent	
1	CT 74405, BG 1	2,165	2,122	98.0%	Yes
2	CT 74405, BG 2	3,354	2,793	83.3%	Yes
3	CT 74405, BG 3	1,277	1,262	98.8%	Yes
4	CT 74406, BG 1	1,345	1,258	93.5%	Yes
5	CT 74406, BG 2	1,105	1,062	96.1%	Yes
6	CT 74406, 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 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
-	<b>All BGs within 1/2 mile</b>	<b>106,145</b>	<b>100,754</b>	<b>94.9%</b>	-
-	<b>Orange County</b>	<b>3,135,755</b>	<b>1,994,924</b>	<b>63.6%</b>	-

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.





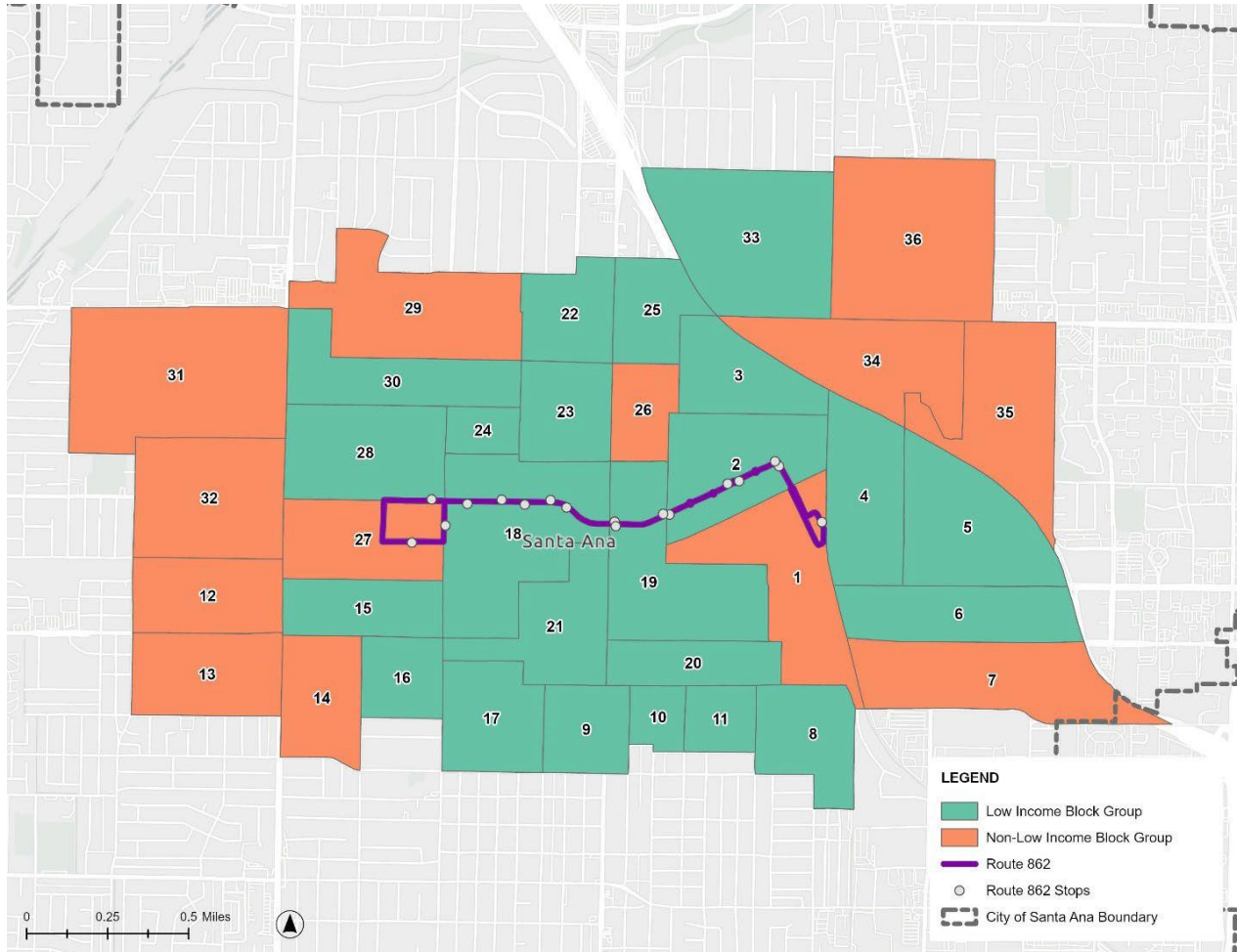
**Table 8. Route 862: Low-Income Population**

Map ID	Geography	Population for whom Poverty Status is Determined <sup>1</sup>	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
-	<b>All BGs within 1/2 mile</b>	<b>65,366</b>	<b>9,947</b>	<b>15.2%</b>	<b>-</b>
-	<b>Orange County</b>	<b>3,125,637</b>	<b>296,493</b>	<b>9.5%</b>	<b>-</b>

<sup>1</sup> 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**



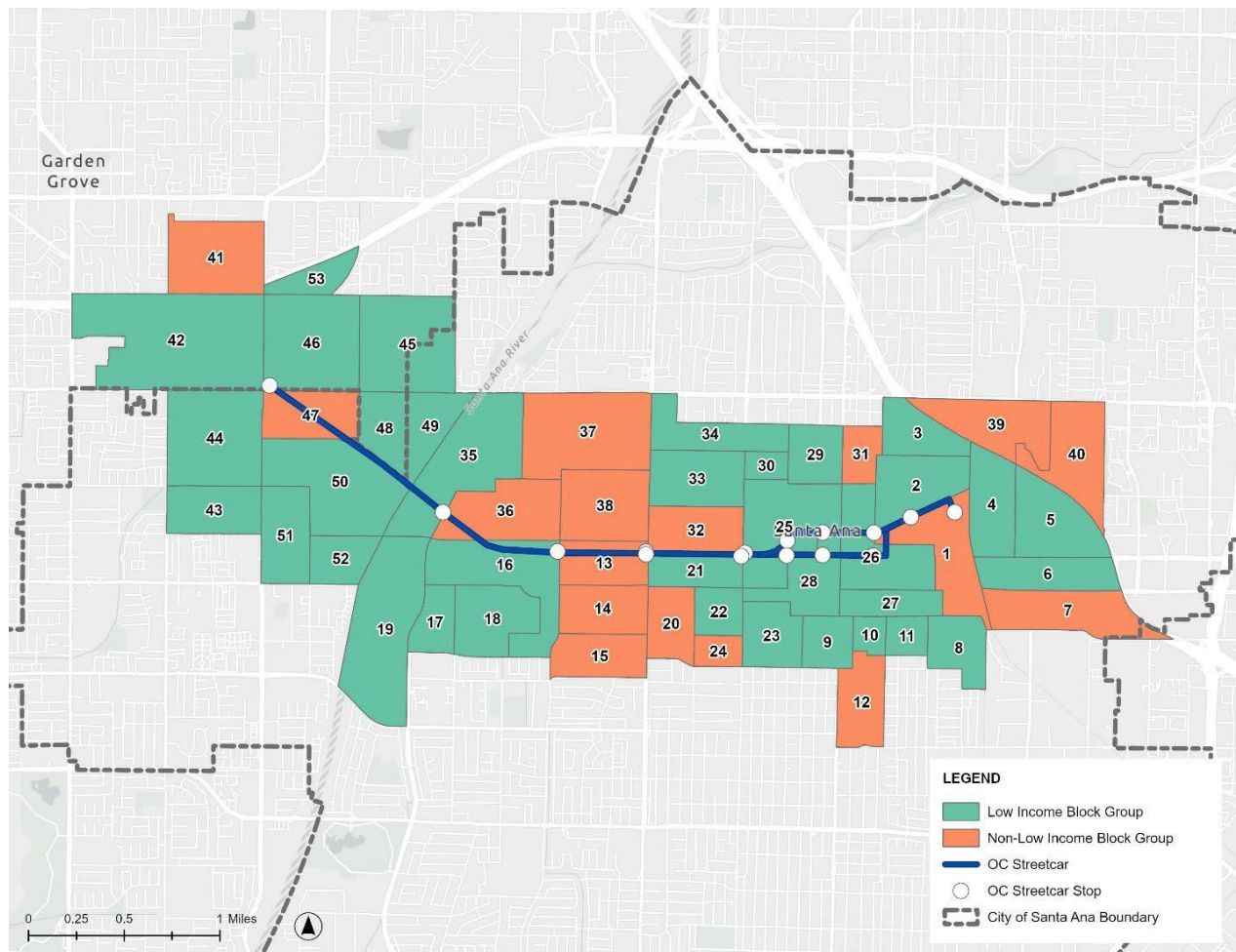
Map ID	Geography	Population for whom Poverty Status is Determined <sup>1</sup>	Low-Income Population		Poverty Block Group
			Number	Percent	
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4	CT 74406, BG 1	1,325	186	14.0%	Yes
5	CT 74406, BG 2	1,105	196	17.7%	Yes
6	CT 74406, BG 3	402	39	9.7%	Yes
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 <sup>1</sup>	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
-	<b>All BGs within 1/2 mile</b>	<b>104,255</b>	<b>15,437</b>	<b>14.8%</b>	-
-	<b>Orange County</b>	<b>3,125,637</b>	<b>296,493</b>	<b>9.5%</b>	-

<sup>1</sup> 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 an analysis of fare payment types on Route 862 using data from OCTA's 2024 O/D Survey and the US Census Bureau's ACS. As the OC Streetcar will feature the same existing 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), a separate fare equity analysis is not required. However, OCTA conducted a review of passenger demographics on Route 862 to further ensure the OC Streetcar fare would not result in a disparate impact on minority populations and/or a disproportionate burden on low-income populations. Should OCTA adjust the streetcar fare structure in the future, a formal Title VI fare equity analysis would be required.

### 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' ethnicity/minority 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%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

**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%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

**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%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

**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%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

**Note:** Excludes those who refused or did not provide an answer to the household income question (48.7percent 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. Additionally, the analysis of Route 862 fare payment types among minority and low-income passengers revealed no patterns that would suggest implementation of the streetcar fare could result in a disparate impact on minority populations and/or a disproportionate impact on low-income populations. 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. However, the analysis of Route 862 passenger demographics completed herein further confirms the findings of the Title VI Fare Equity Analysis of the Wave Card Fare Media that implementation of the streetcar fare would not result in a disparate impact on minority populations and/or a disproportionate impact on low-income populations.

## **6.0 Conclusion**

This report documents that the elimination of Route 862 and implementation of the OC Streetcar fare would not result in a disparate impact on minority populations and/or a disproportionate burden on low-income populations. 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. As such, implementation of the OC Streetcar fare would not result in a disparate impact on minority populations and/or a disproportionate impact on low-income populations.
- 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



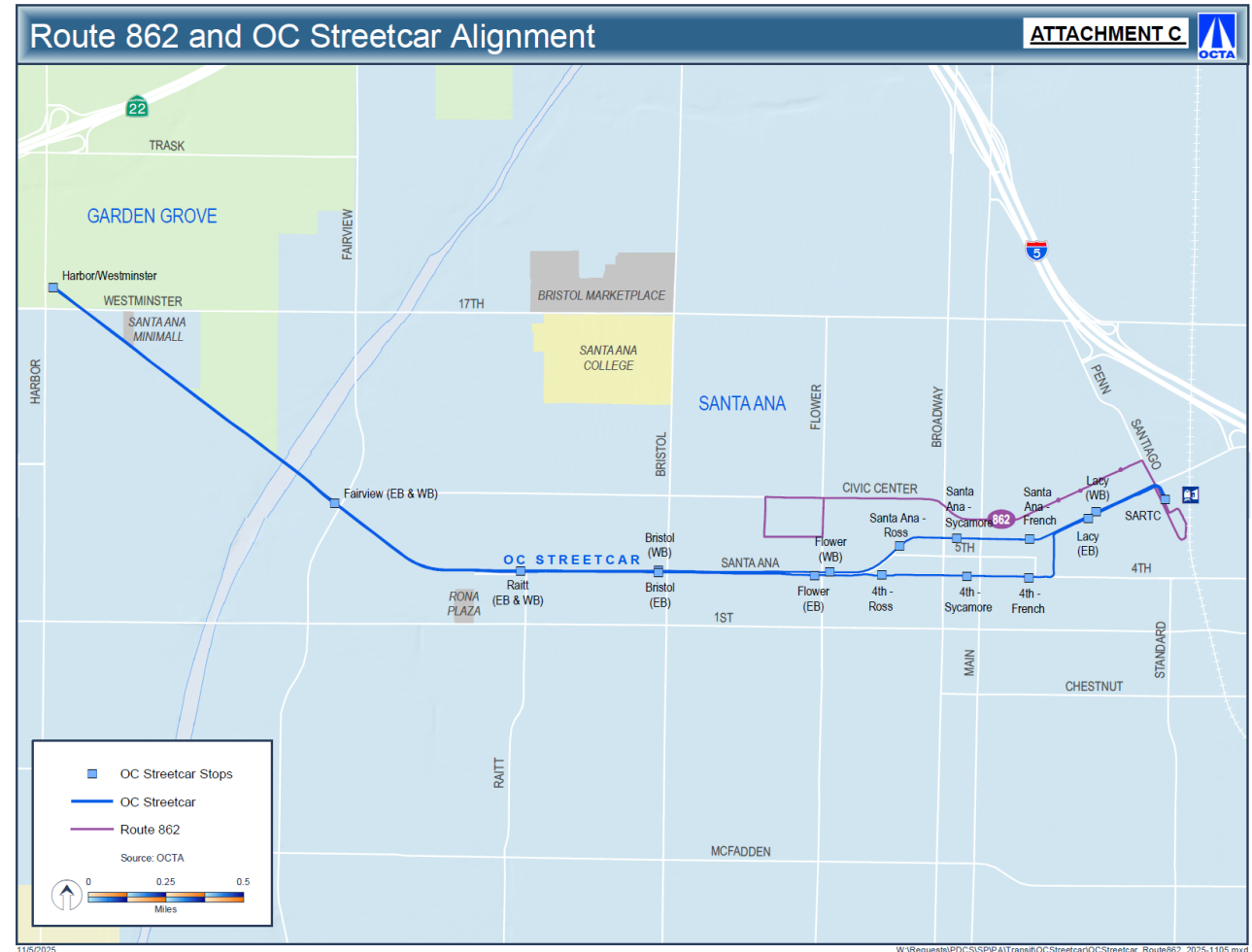
# Route 862 Title VI Service Evaluation and Fare Equity Analysis

- 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 service evaluation found that the streetcar and bus service revisions will not result in a disparate impact on minority populations or 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"><li>• Brochure with a survey on Route 862</li></ul>
Digital Information	<ul style="list-style-type: none"><li>• Email blasts</li><li>• Public information on organic social media</li><li>• Digital toolkit</li></ul>
In-Person Rider Outreach	<ul style="list-style-type: none"><li>• Bus ride-along on Route 862</li><li>• Santa Ana Regional Transportation Center</li></ul>
Community/Ethnic Events and Organizations	<ul style="list-style-type: none"><li>• Attend meetings and events alongside OC Streetcar outreach team (movies/concerts at the park)</li></ul>
Community Meetings	<ul style="list-style-type: none"><li>• Washington Square Neighborhood Association</li><li>• Santa Ana Chamber of Commerce</li></ul>
Customer Roundtable	<ul style="list-style-type: none"><li>• Virtual Community Meetings</li></ul>
Local Jurisdiction Communications	<ul style="list-style-type: none"><li>• Materials provided to the City of Santa Ana</li></ul>
Advisory Committee Meetings	<ul style="list-style-type: none"><li>• Accessible Transit Advisory Committee</li><li>• Citizens Advisory Committee</li></ul>
Public Survey	<ul style="list-style-type: none"><li>• Online survey distributed via email and social media</li><li>• Printed survey available on Route 862 with seat-drops, ride-along, and shared at community and outreach events</li></ul>
Public Hearing	<ul style="list-style-type: none"><li>• January 2026 – OCTA Headquarters</li></ul>





## Fare Equity Analysis

- Fare equity analysis evaluated whether any fare changes associated with the implementation of the OC Streetcar would result in a disparate impact on minority populations or a disproportionate burden on 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 will not result in a disparate impact or disproportionate burden



## Recommendations

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- 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



# OC Streetcar Call for Artists

December 11, 2025





# Strategic Context and Scope

## Overall Marketing Plan

Traditional & Broadcast Media

Social Media & Influencers

Destination Deals Partners




Community Outreach

→ **Creative Execution Strategy**



## Call for Artists Initiative

**Objective:** Engage local artists to develop the primary visual assets for marketing OC Streetcar.

-  Visual Identity Strategy
-  Selection Criteria
-  Promotion



## Brand Promise

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**OC Streetcar offers modern, safe rides for regional connections and local trips – whether you're heading to work, school, shopping, or leisure activities.**

OC Streetcar will let you...

*Ride to it All*





# Why Commission Local Artists?

- **Cultural Relevance:** Creates visuals that authentically resonate with the corridor's diverse demographics.
- **Early Activation:** The selection process itself acts as a pre-launch marketing campaign to generate awareness and buzz.
- **Local Ownership:** Shifts perception from a “construction project” to “community asset.”







## How Will the Art Be Used?



### **Transit & Outdoor**

High-visibility bus wraps, shelter advertisements, and banners along the corridor



### **Digital Marketing**

Primary visuals for the website, email campaigns, and targeted social media advertising



### **Print & Collateral**

Featured in brochures and toolkits distributed to schools, employers, and city partners



### **Community Engagement**

Visual anchors for "Destination Deals" partner materials and event signage

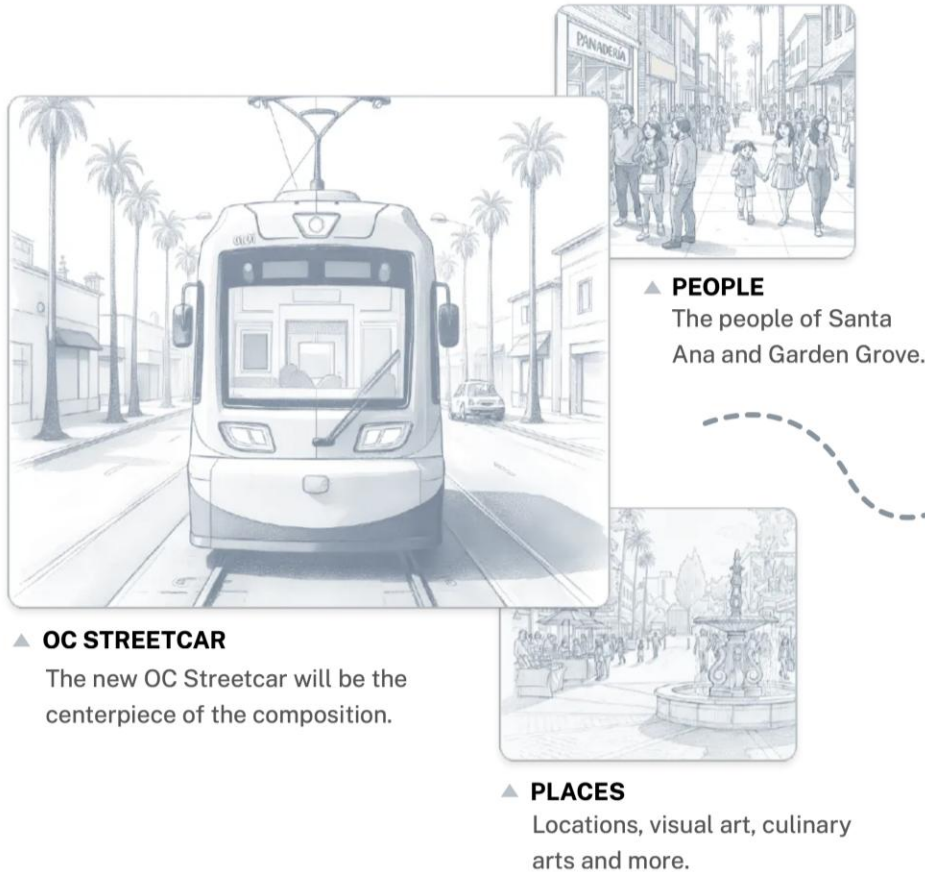


## How Will Artists Be Selected?

- Artists must live in or attend school in **Santa Ana or Garden Grove**
- Applicants must submit a portfolio showing ability to reflect **local culture and community diversity**
- Portfolios must be **relevant to marketing and advertising**, including work that can be adapted for print, digital, outdoor, and other formats
- A Selection Committee made up of OCTA staff and Santa Ana/Garden Grove representatives will **review portfolios and interview finalists**

# What Story Will the Final Artwork Tell?

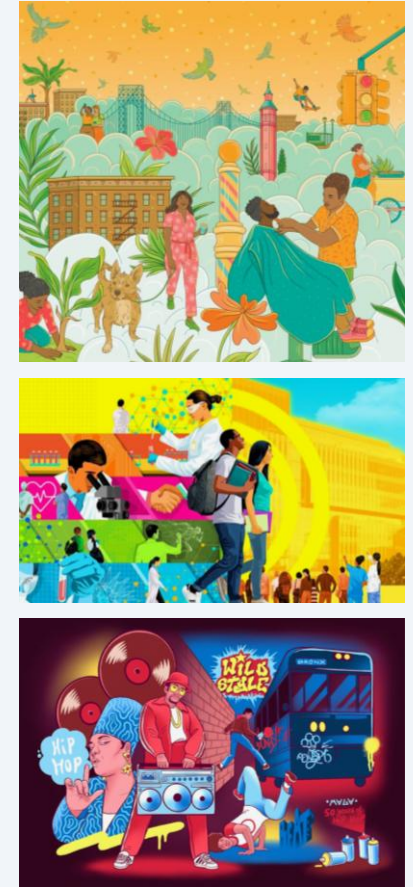
## Core Narrative Elements



### Final Composition

The three primary themes will be represented in a single vibrant collage of imagery that represents the people, places, and culture of Santa Ana and Garden Grove.

## Stylistic Approach





## How Will the “Call for Artists” Be Promoted?

- **Educational Institutions:** Engagement with local art programs, community colleges, and universities
- **Arts Ecosystem:** Partnerships with galleries, museums, and local art organizations
- **Cultural Organizations:** Collaboration with Hispanic and Vietnamese cultural centers and chambers of commerce
- **In-Person & Digital Outreach:** Digital toolkits and/or presentations to neighborhood associations, cities channels, and social media



# Next Steps



JAN 5 - FEB 1

## Recruitment Phase

Launch portal and activate outreach to schools, arts organizations, and cultural partners



FEB 2 - FEB 15

## Selection Phase

Selection Committee conducts review and selects up to five artists



FEB 16 - MAR 15

## Creative Production

Selected artists collaborate with OCTA to create final "Ride to it All" compositions



MID-MARCH

## Campaign Integration

Final artwork is applied to traditional and digital media and promotions

# Thank You