



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

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Orange County Transportation Authority  
December 19, 2025

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## 1.0 Introduction

The OC Streetcar is a modern streetcar line that will serve the City of Santa Ana's historic downtown and surrounding areas. The project emerged as the preferred alternative from the Santa Ana-Garden Grove Fixed Guideway Corridor project. The OC Streetcar will operate along a 4.15-mile route that connects the Santa Ana Regional Transportation Center (SARTC) and a new transit hub at Harbor Boulevard and Westminster Avenue in the City of Garden Grove (Figure 1). In preparation for the opening of the streetcar, the Orange County Transportation Authority (OCTA) Fiscal Year (FY) 2019-2020 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 these actions were developed through a neutral and nondiscriminatory decision-making process and comply with Title VI of the Civil Rights Act of 1964 and Federal Transit Administration requirements.

**Figure 1. OC Streetcar**



Source: OCTA, 2025



## 2.0 Related Project Activities

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

### 2.1 OC Streetcar Outreach Activities

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

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

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

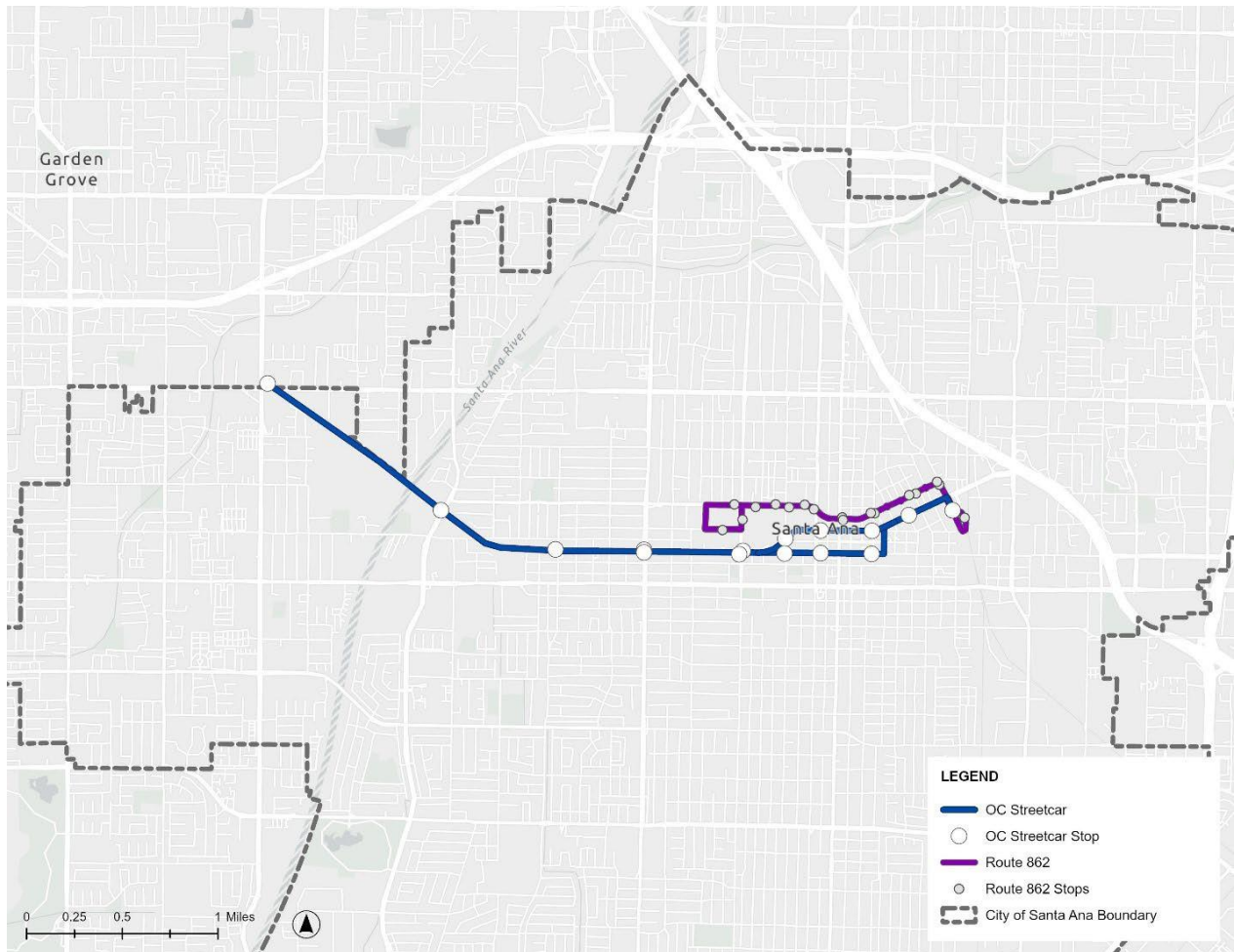
Results of a public survey regarding the elimination of Route 862 are provided in Section 2.3. As the elimination of Route 862 is considered a major service change under OCTA's Title VI Policy, a Title VI service evaluation was conducted and is documented in Section 4.0 of this report.

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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

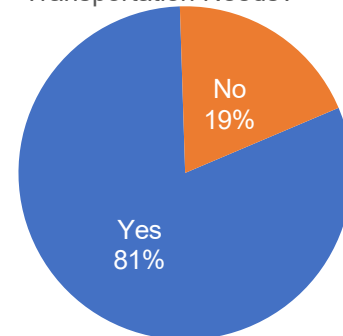
The key mechanism for gathering customer feedback was a public survey, available online and in print, conducted from July to August 2025. To ensure accessibility across area demographics, the survey was offered in four languages: English, Spanish, Vietnamese, and Mandarin. A total of 277 survey responses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

Will OC Streetcar Meet Your Transportation Needs?



136 total Route 862 rider respondents

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

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

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

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

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

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

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

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

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

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



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

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

## 3.0 Title VI Compliance

### 3.1 Title VI of the Civil Rights Act of 1964

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

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

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

### 3.2 OCTA's Title VI Plan

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

#### 3.2.1. Service and Fare Change Evaluation Policy

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

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

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

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

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

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

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

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

## 4.0 Title VI Service Evaluation

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

### 4.1 Equity Demographic Analysis

An analysis of demographic characteristics for Route 862 and the OC Streetcar was completed using ACS 2019-2023 five-year estimates. 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 with a half mile of Route 862 have a high higher share of minority populations than Orange County (36 out of 36 block groups, or 100.0 percent). As such, Route 862 is considered a minority transit route per OCTA's Service and Fare Change Evaluation Policy. Taken as a whole, minority populations account for 93.5 percent of the total population of block groups within a half mile of Route 862, compared to 63.6 percent for the County.

**Table 6. Route 862: Minority Population**

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



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

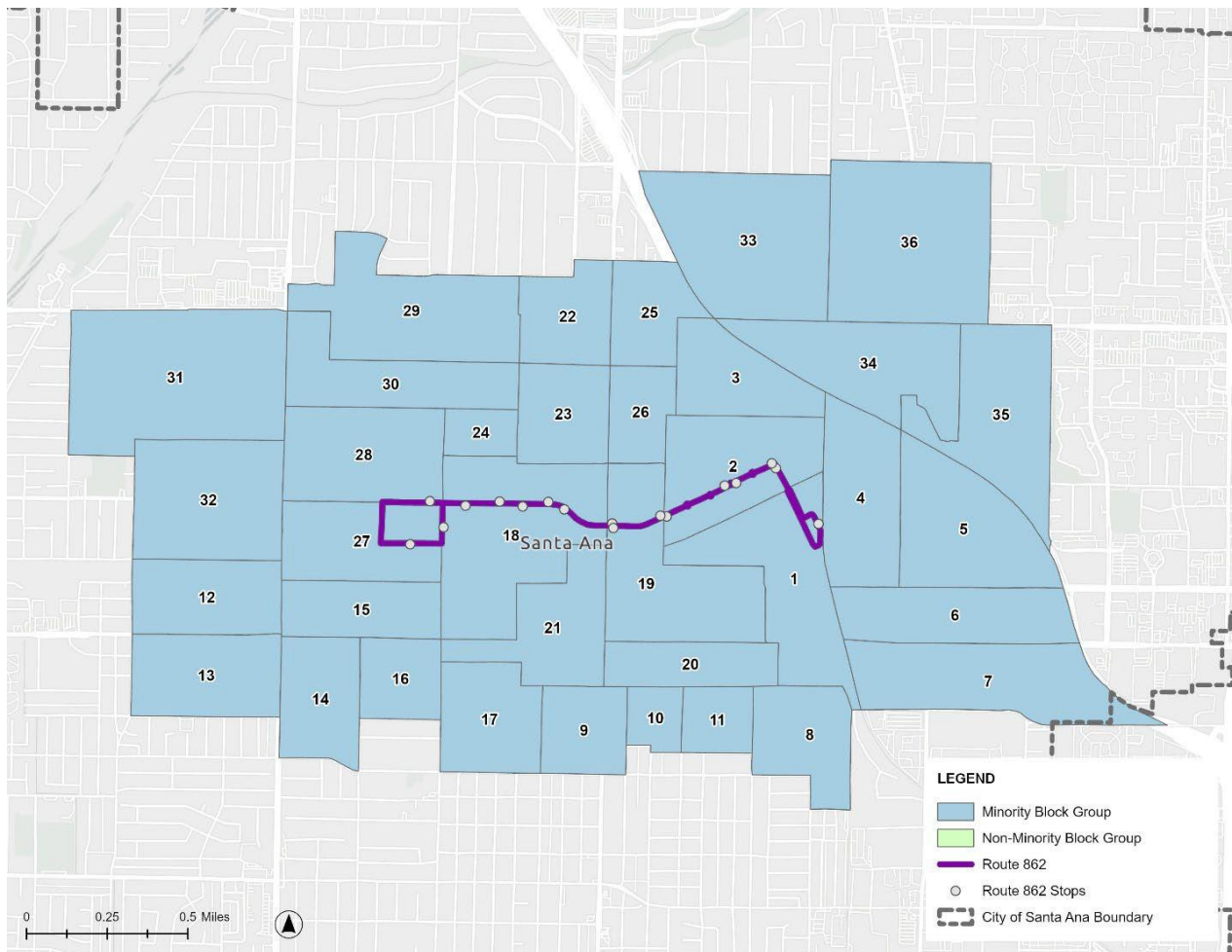
Source: 2023 ACS 5-Year Estimates, Table B03002

<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.



**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**

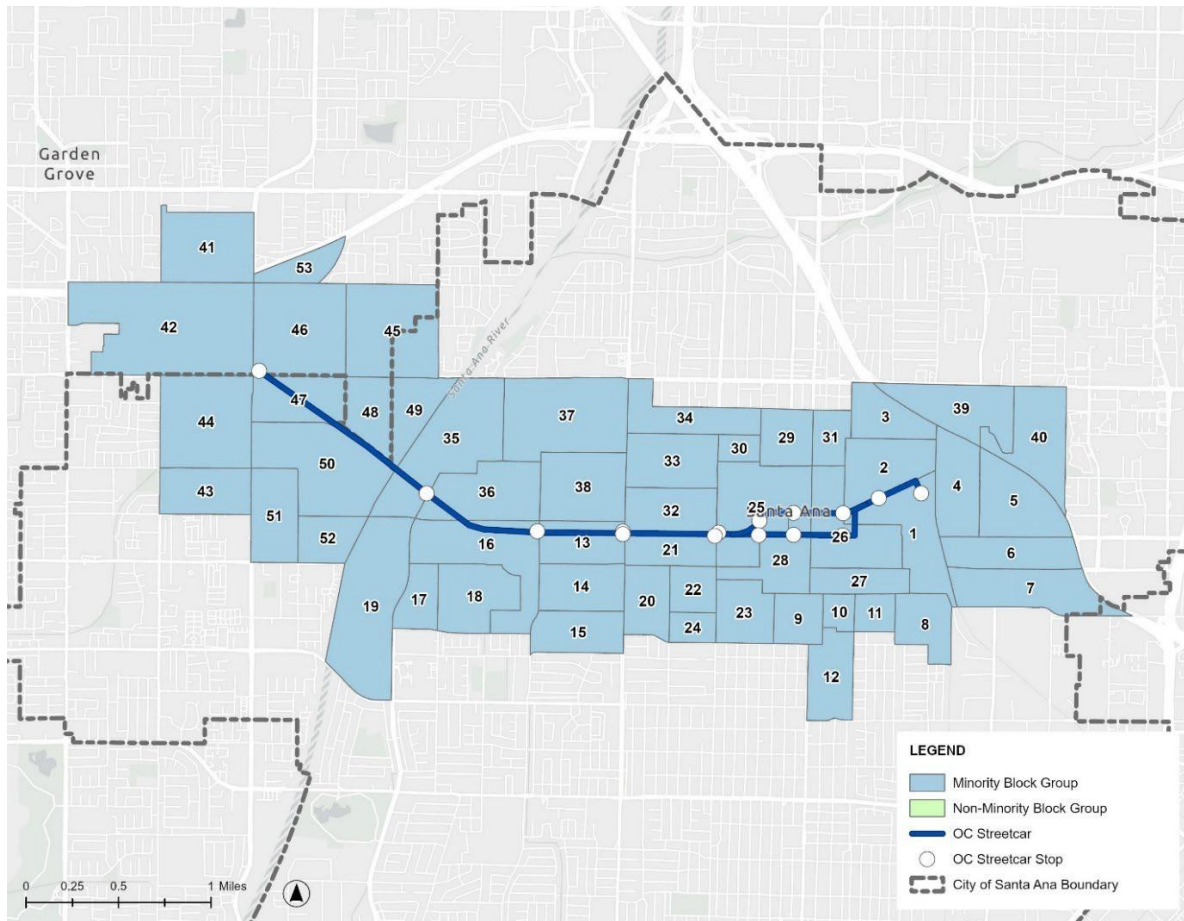
Map ID	Geography	Total Population	Minority Population		Minority Block Group
			Number	Percent	
1	CT 74405, BG 1	2,165	2,122	98.0%	Yes
2	CT 74405, BG 2	3,354	2,793	83.3%	Yes
3	CT 74405, BG 3	1,277	1,262	98.8%	Yes
4	CT 74406, BG 1	1,345	1,258	93.5%	Yes
5	CT 74406, BG 2	1,105	1,062	96.1%	Yes
6	CT 74406, 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**

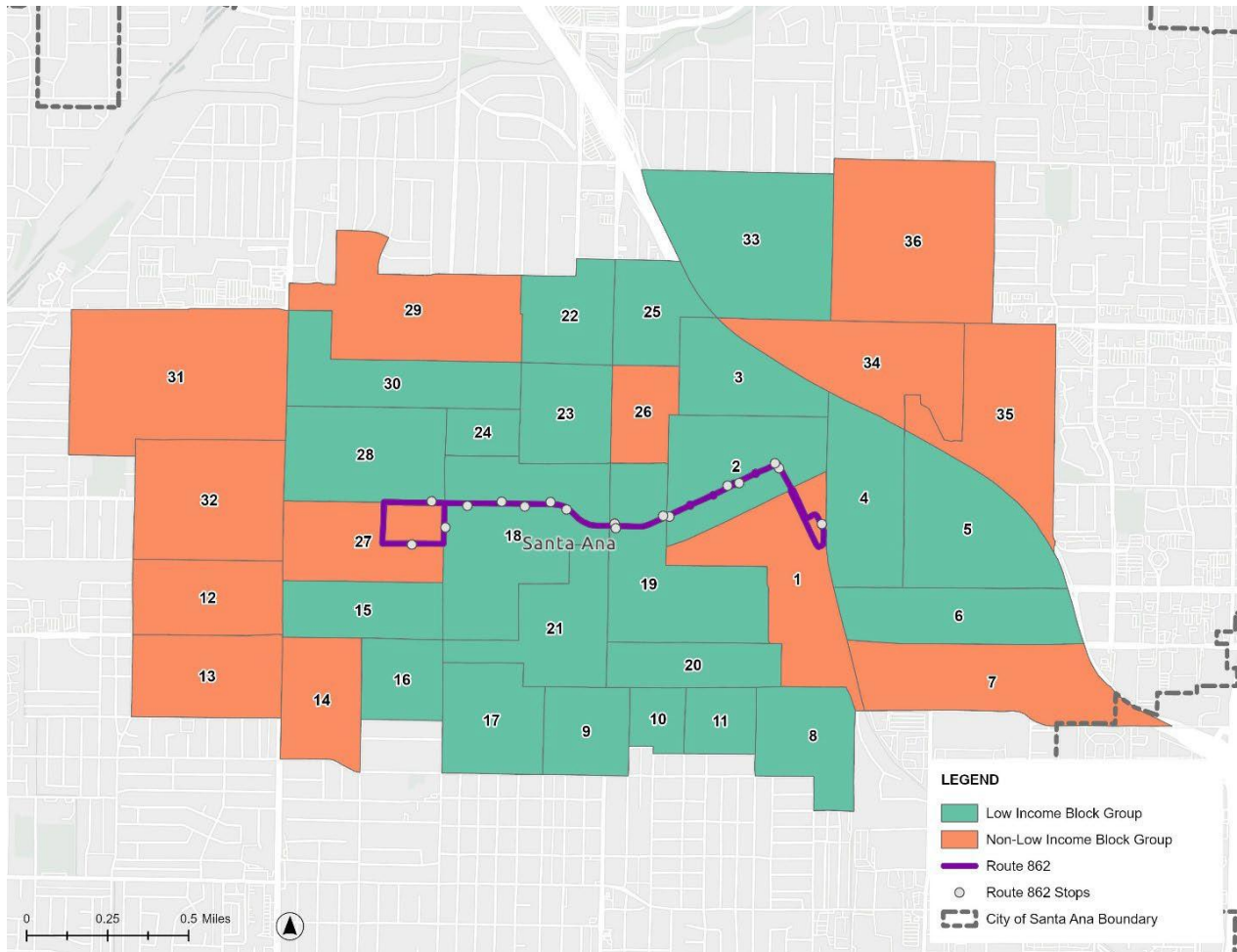
Map ID	Geography	Population for whom Poverty Status is Determined <sup>1</sup>	Low-Income Population		Poverty Block Group
			Number	Percent	
1	CT 74405, BG 1	2,136	159	7.4%	No
2	CT 74405, BG 2	3,308	598	18.1%	Yes
3	CT 74405, BG 3	1,277	404	31.6%	Yes
4	CT 74406, BG 1	1,325	186	14.0%	Yes
5	CT 74406, BG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

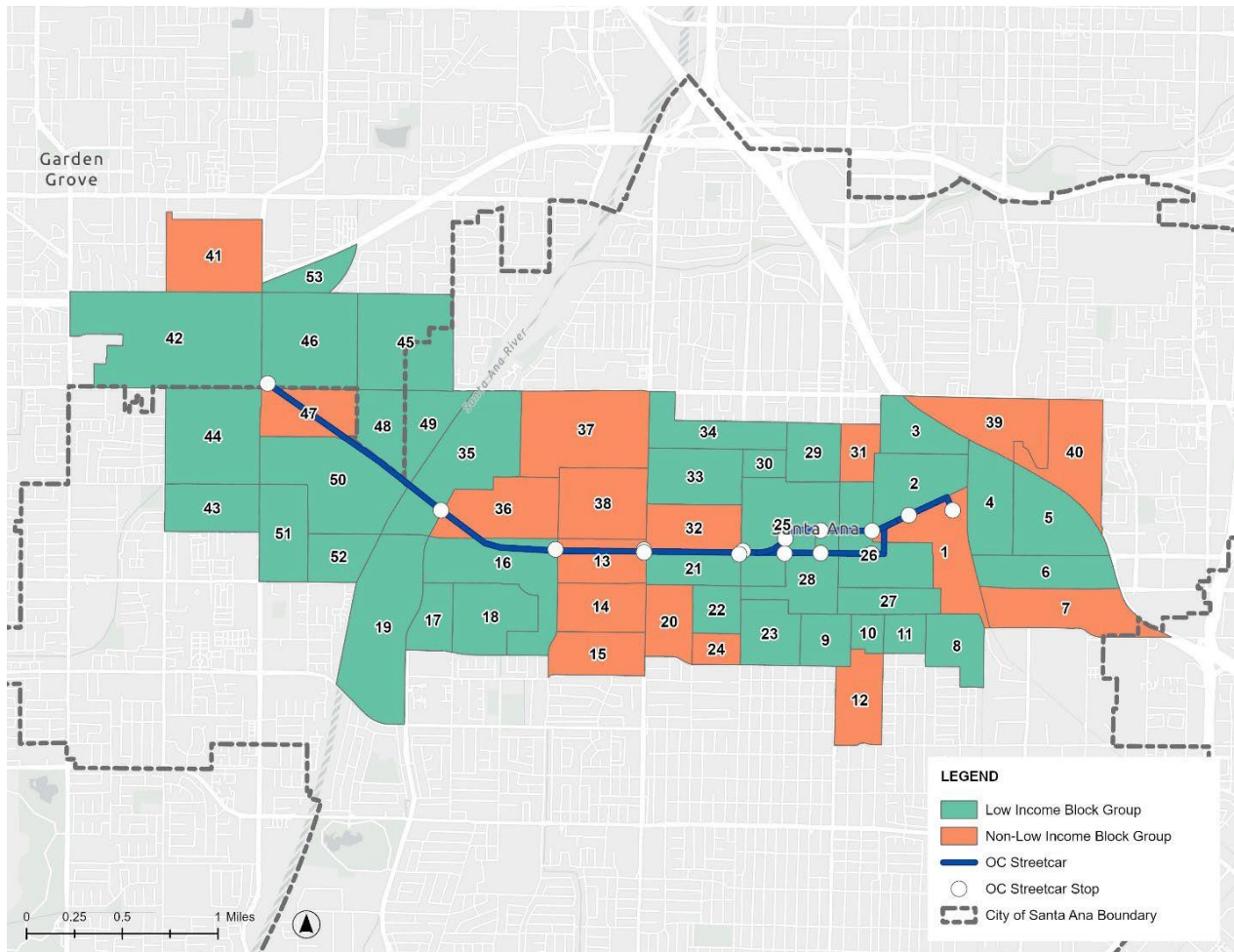


Map ID	Geography	Population for whom Poverty Status is Determined <sup>1</sup>	Low-Income Population		Poverty Block Group
			Number	Percent	
41	CT 88501, BG 3	1,561	145	9.3%	No
42	CT 89003, BG 2	2,364	471	19.9%	Yes
43	CT 89004, BG 1	1,959	261	13.3%	Yes
44	CT 89004, BG 2	3,281	318	9.7%	Yes
45	CT 89102, 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 a review of fare payment characteristics and passenger demographics for Route 862 using data from OCTA's 2024 Origin–Destination (O/D) Survey and the U.S. Census Bureau's American Community Survey (ACS). Because the OC Streetcar will operate using the same fare structure as Route 862 and all local fixed-route services previously evaluated in the Title VI Fare Equity Analysis of the Wave Card Fare Media (2025), a separate fare equity analysis is not required for the introduction of the OC Streetcar. However, OCTA conducted a review of passenger demographics and fare payment characteristics on Route 862 to document the demographic context of riders most likely to transition to the OC Streetcar and to confirm that implementation of the streetcar fare was developed through a neutral, nondiscriminatory decision-making process consistent with Title VI of the Civil Rights Act of 1964. This review also supports evaluation of potential equity considerations for low-income populations in accordance with Federal Transit Administration policy. Should OCTA adjust the streetcar fare structure in the future, a formal Title VI fare equity analysis would be conducted at that time.

### 5.1 Methodology

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

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

**Table 11. Household Income to Per Capita Income Conversion**

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

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

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

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

## 5.2 Minority Population

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

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

Status	Route 862	All OCTA Routes
Minority	66.3%	86.9%
Non-Minority	33.7%	13.1%
<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 (48.7 percent of Route 862 responses).

**Source:** 2024 OCTA O/D Survey

## **5.4 Summary of Findings**

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

## **6.0 Conclusion**

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

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

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

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