

OC STREETCAR SANTA ANA - GARDEN GROVE



Conceptual image of future streetcar

CITIES
Santa Ana, Garden Grove

AT A GLANCE

COST TO BUILD: \$579.16 Million
(Year of Expenditure)

FUNDING SOURCE: Federal, State and Local

COMMUNITY OUTREACH: Tresa Oliveri
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Fact Sheet Updated 2/7/24

OVERVIEW

OC STREETCAR BY THE NUMBERS

PROJECT FEATURES

OCTA BUS CONNECTIONS: 14

FLEET SIZE: 8

FREQUENCY: 10-15 MINUTES

STOPS: 10 (IN EACH DIRECTION)



**STREETCAR CAPACITY:
UP TO 210 PEOPLE**

**DAILY TRAIN CONNECTIONS
AT SARTC: 65+**

ROUTE: 4.15 MILES (in each direction)

OC Streetcar is the first modern streetcar project to be built in Orange County and will serve Santa Ana's historic and thriving downtown, which includes federal, state and local courthouses, government offices, colleges, an artists' village and a thriving restaurant scene. Expected to begin carrying passengers in 2025, it 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 Garden Grove. Through Transit Extensions to Metrolink, a Measure M (now named OC Go), Santa Ana and Garden Grove pioneered the streetcar project. In cooperation with those cities, OCTA became the lead agency in 2014 for project development, engineering, construction, operations, and maintenance. This OC Go project is being funded through a combination of local, state and federal funds.

SCHEDULE

**Project
Development**

2015

**Design and
Engineering**

2016

Construction

2018

**Testing and
Operations**

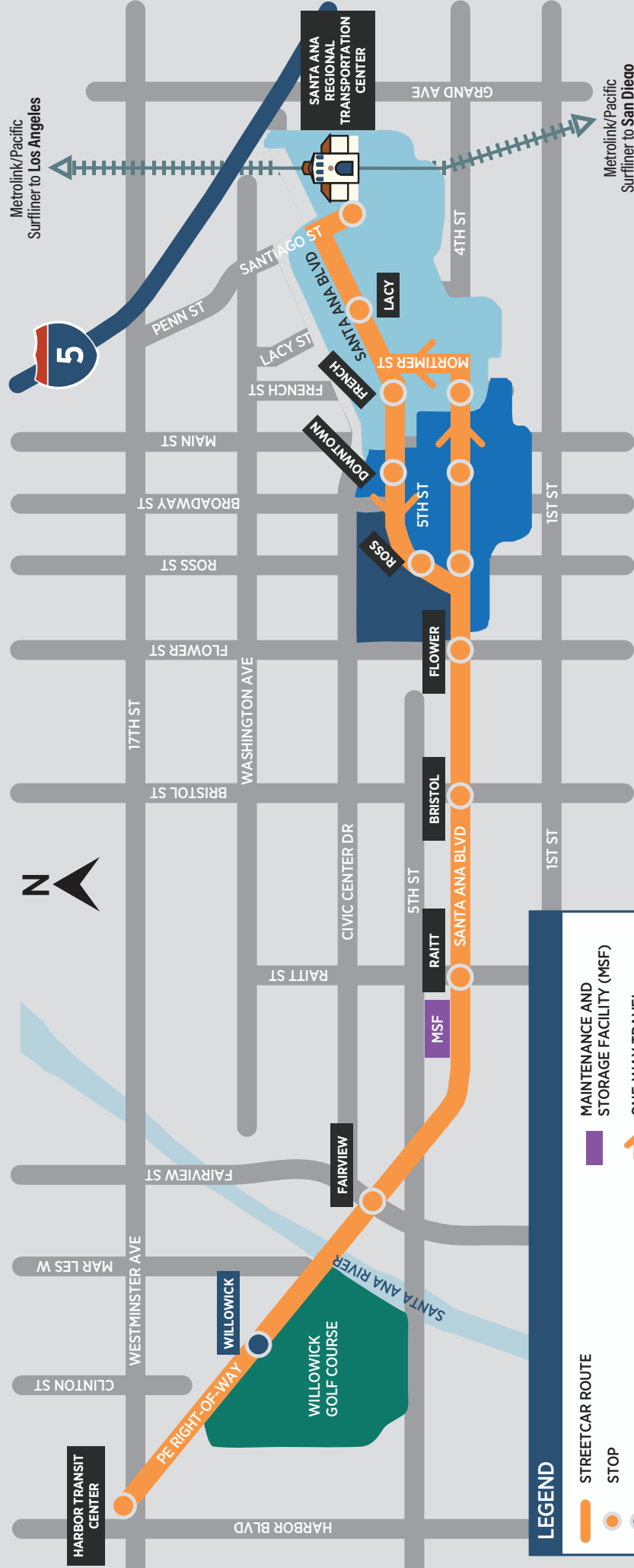
2024



Orange County Transportation Authority
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P.O. Box 14184
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OC STREETCAR PROJECT MAP



LEGEND

- STREETCAR ROUTE
- STOP
- WILLOWICK: POTENTIAL FUTURE STOP
- SANTA ANA REGIONAL TRANSPORTATION CENTER
- LOSSAN RAIL CORRIDOR
- MAINTENANCE AND STORAGE FACILITY (MSF)
- ONE-WAY TRAVEL
- CIVIC CENTER DISTRICT
- STATION DISTRICT
- DOWNTOWN COMMERCIAL DISTRICT

OC Streetcar will provide a convenient "last mile" connection between Metrolink trains and other transportation modes at SARTC and important employment, restaurant and retail centers in Santa Ana, Garden Grove and surrounding areas. The route alignment will run along Santa Ana Boulevard and Fourth Street and will use the former path of the old Pacific Electric Railway.

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