



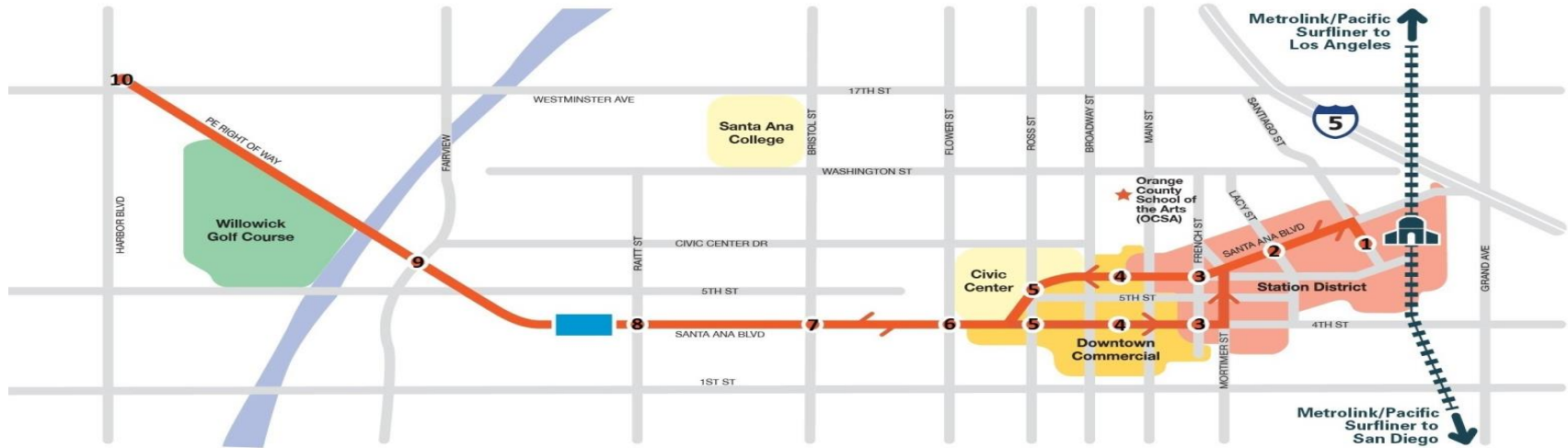
OC Streetcar Update April 12, 2016

A Modern Streetcar!



- Single articulated car
- Concrete embedded track
- Operates primarily in traffic lane with traffic
- Overhead wire and traction power substations
- Simple stations

Project Scope



- 4.15 miles, mostly double-track
- Modern Streetcar, 100% overhead wire
- 100-foot-wide Pacific Electric ROW west of Raitt--street running east of Raitt Street
- Maintenance and Storage (MSF) Facility just west of Raitt Street
- Bridges over the Santa Ana River and Westminister Avenue

Transit Connections

OC STREETCAR BY THE NUMBERS

PROJECT FEATURES

OCTA BUS CONNECTIONS: 18

FLEET SIZE: 8

FREQUENCY: 10-15 MINUTES

STOPS: 10 (IN EACH DIRECTION)



STREETCAR CAPACITY:
UP TO 150 PEOPLE

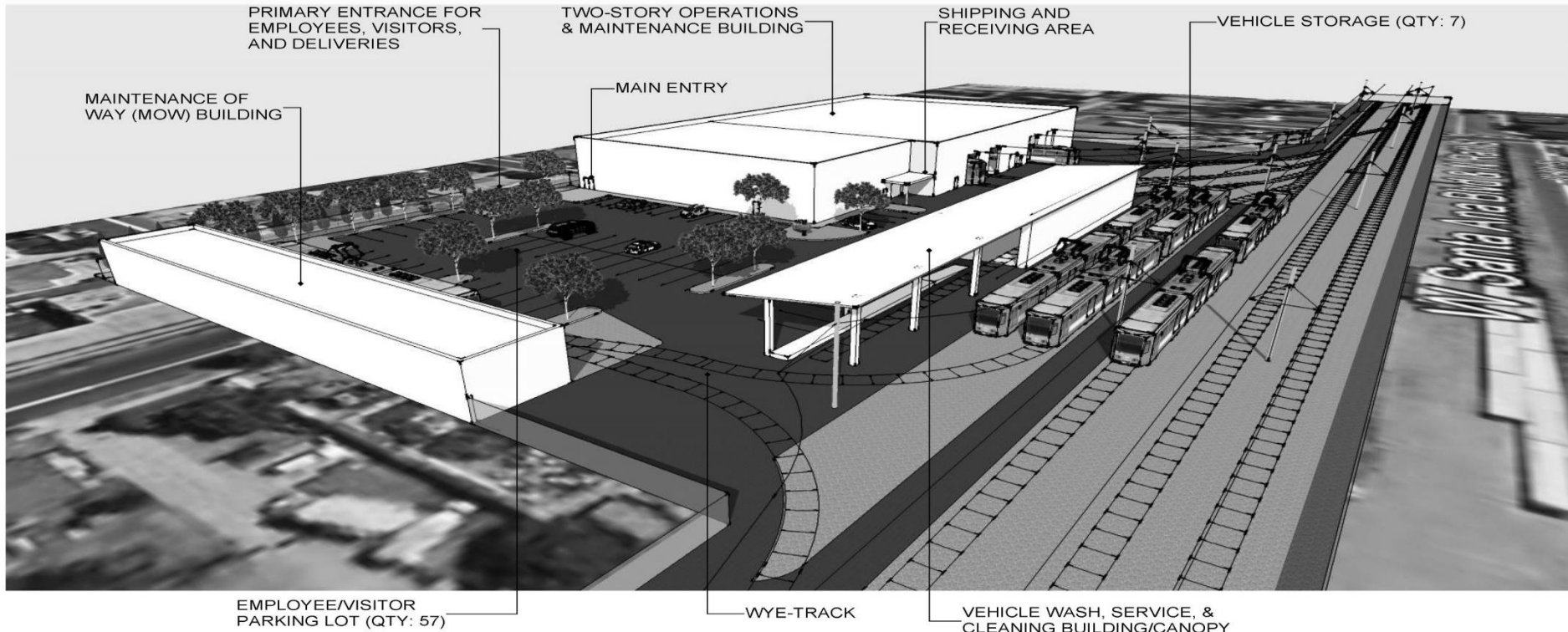
DAILY TRAIN CONNECTIONS
AT SARTC: 65+

ROUTE: 4.15 MILES (in each direction)

Harbor Blvd. Station - West End



Maintenance and Storage Facility



Funding Plan

Capital Funding Plan

Funding Source (millions)	Amount
Federal New Starts*	\$ 144.37
Federal Congestion Mitigation and Air Quality Improvement	\$ 48.45
State Cap and Trade*	\$ 40.00
Measure M2 – Project S	\$ 55.92
TOTAL	\$ 288.74

**Contingent on state and federal approvals*

Funding plan as approved by the OCTA Board 8/28/15 and submitted to FTA Fall 2015

Project Schedule

Environmental Clearance	March 2015
Begin Design	February 2016
30% Design	May 2016
60% Design	December 2016
90% Design	April 2017
Full Funding Grant Agreement	September 2017
Begin Vehicle Manufacturing	January or September 2017*
Construction Bid Advertisement	November 2017
Begin Construction	March 2018
Begin Testing/Start-Up	June 2020
Begin Revenue Service	December 2020

*Depends on Type of Contract

Work Underway

- Environmental analysis on project revisions
- Design Work
- Third Party Agreements
- Coordination with FTA and their PMOC on requirements to enter New Starts Engineering Phase
- Confirmation of vehicle procurement strategy
- Right-of-way acquisition
- Safety and Security Plans

Design Work

30% Design
May 2016

- Horizontal Alignment, Geotechnical Report, Phase I ESA for PE ROW, Traffic Management Plan, Bridge Type Selection Report, Drainage Study, Utility Conflicts, Traction Power Load Flow, Signal Line Diagram, OCS Pole Layout, Station Footprints, MSF Basis of Design Report

60% Design
Dec. 2016

- CPUC Grade Crossing Applications, Roadway Plan and Profile, Construction Phasing/Traffic Handling, Sewer, Water, Drainage Plan and Profile, Traffic Signal Plans, Signing and Striping Plans, Bridge Plans, MSF Plans, Systems Plans, Specifications Outline

90% Design
April 2017

- Everything complete except resolution of comments

Vehicle Acquisition Strategy

- Considered New Procurement, Joint Procurement, and Piggybacking
- Benefits of Piggybacking determined to be:
 - Reduced Cost
 - Improved Schedule
 - Reduced Risk
- Joint Procurement would add risk without benefits
- Considering 3 piggyback opportunities:
 - Cincinnati, CAF, Urbos III, 100% low-floor
 - Portland, Siemens, S70, 70% low-floor
 - Houston, CAF, Urbos 70, 70% low-floor
- OCTA Board in April with Vehicle Acquisition Strategy





Questions?