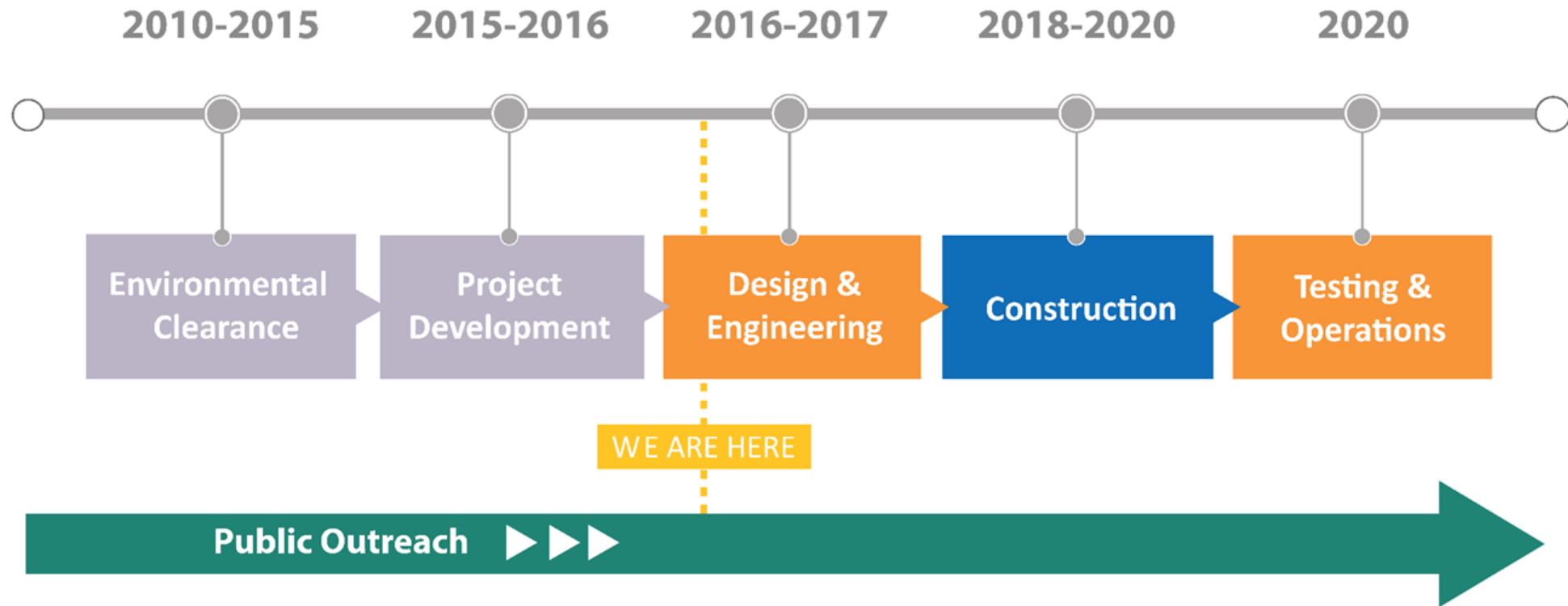


OC Streetcar Project Update and Revised Capital Funding Plan

Schedule



Recent Activities

- Finalization of appraisals for property acquisition for maintenance and storage facility
- Utility conflict identification and coordination with utilities
- Initiation of effort to develop aesthetic concepts for streetcar stops
- 30 percent design submittal
- Environmental analysis to ensure no new impacts
- Updated cost estimate based on 30 percent design and risk assessment
- Initiation of fiscal year 2018 Federal Transit Administration (FTA) New Starts submittal
- Site visits to explore vehicle contract assignment opportunities

Vehicle Acquisition

- Site visits to Cincinnati and Portland to explore potential assignments on vehicle contracts
- Request for quotes to obtain pricing/schedule/contract provisions – July 2016 release



Cincinnati CAF vehicle



Portland Siemens vehicle

30 Percent Design Milestone

- More defined project
 - Track alignment
 - Street improvement plans
 - Stop locations/footprint
 - Traction power substation locations
 - Utility conflicts
 - Drainage
 - Bridge selection
- Close coordination with cities of Santa Ana and Garden Grove



Stops



*Pacific Electric (PE) Right-of-Way (ROW)

East Terminus at SARTC



OC STREETCAR

SARTC PARKING ALTERNATIVE 3

*Santa Ana Regional Transportation Center (SARTC)

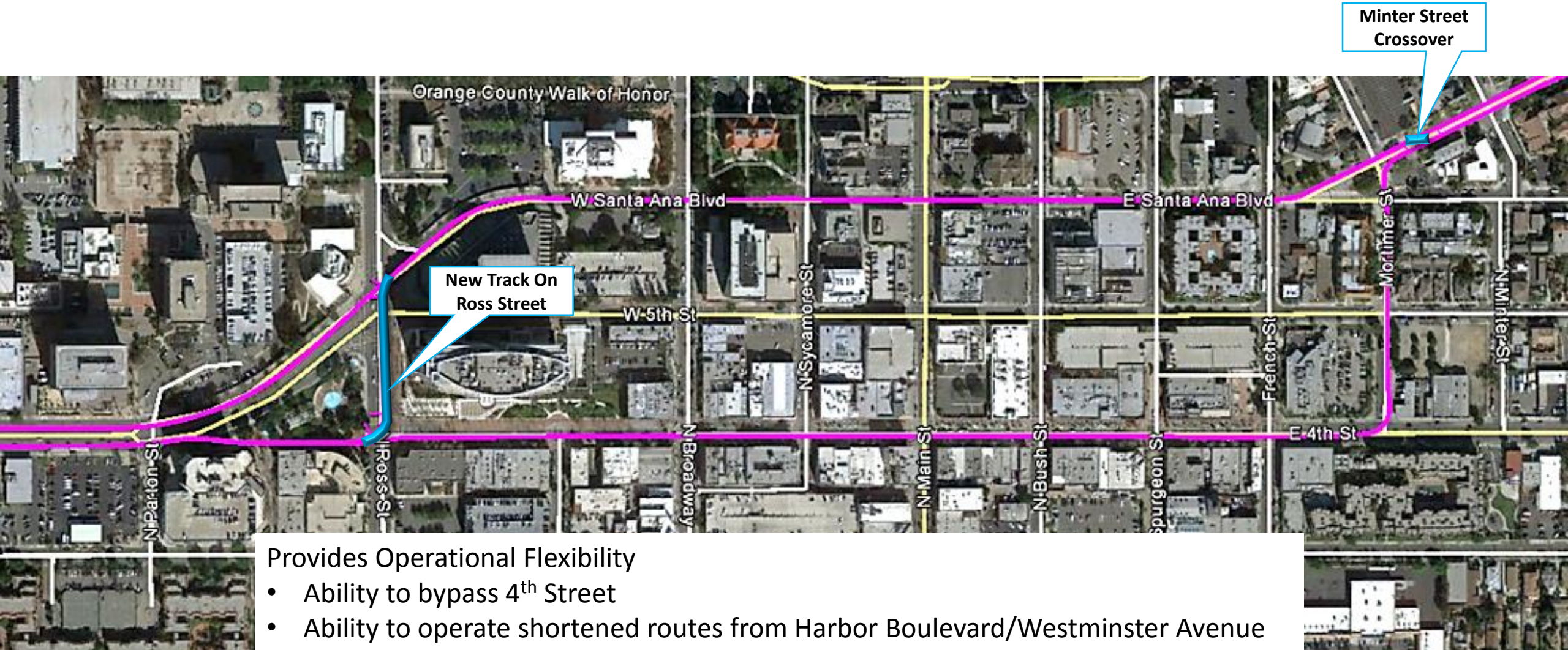
Standard Stall: 8.5' x 18'

PARKING SUMMARY:

| | |
|----|-------------------------|
| 71 | Parking Stalls |
| 6 | Compact Stalls |
| 2 | Electric Vehicle Stalls |
| 2 | ADA Stalls |
| 81 | Total Stalls |



Ross Street – Added Track Connection

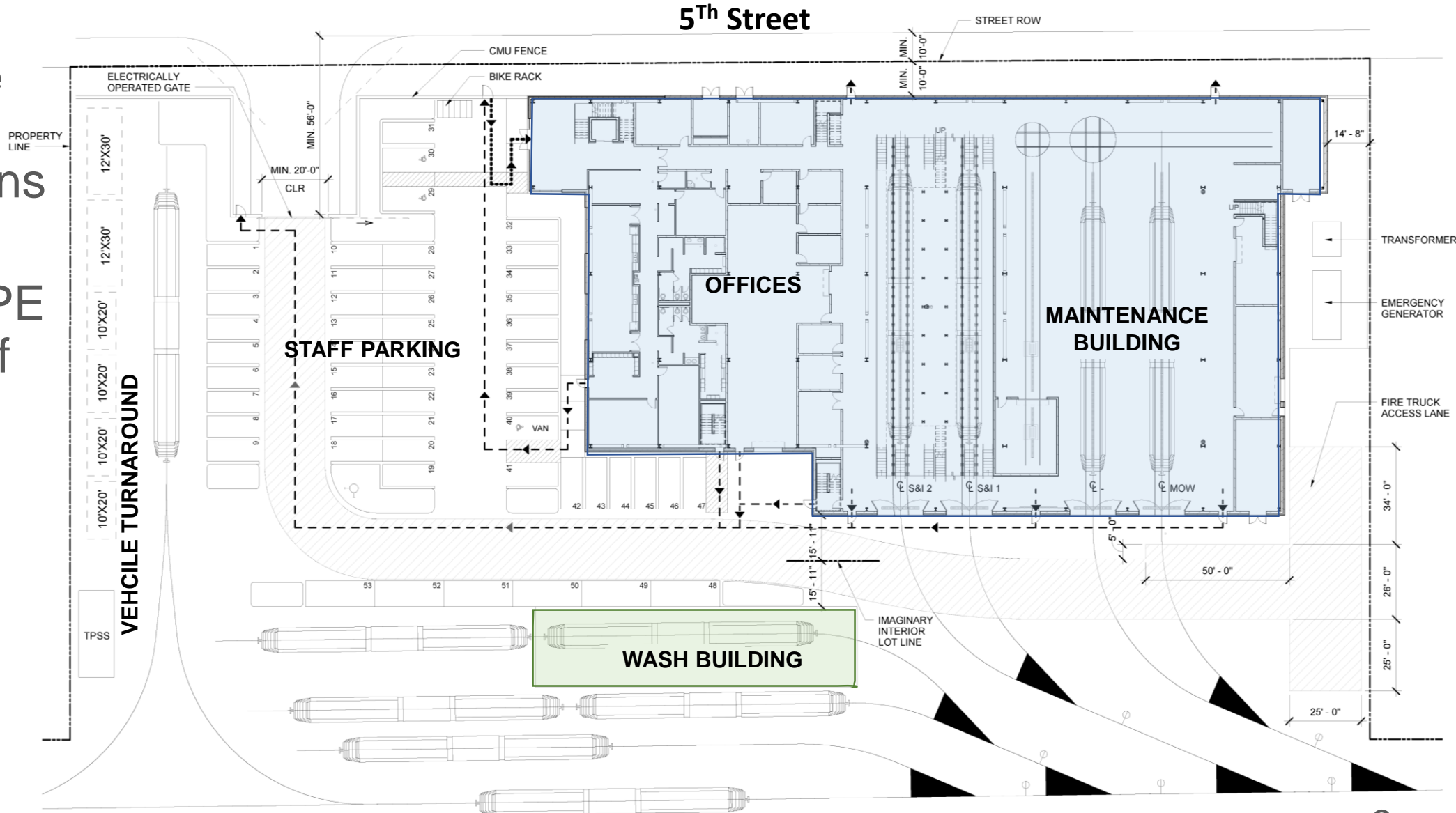


Provides Operational Flexibility

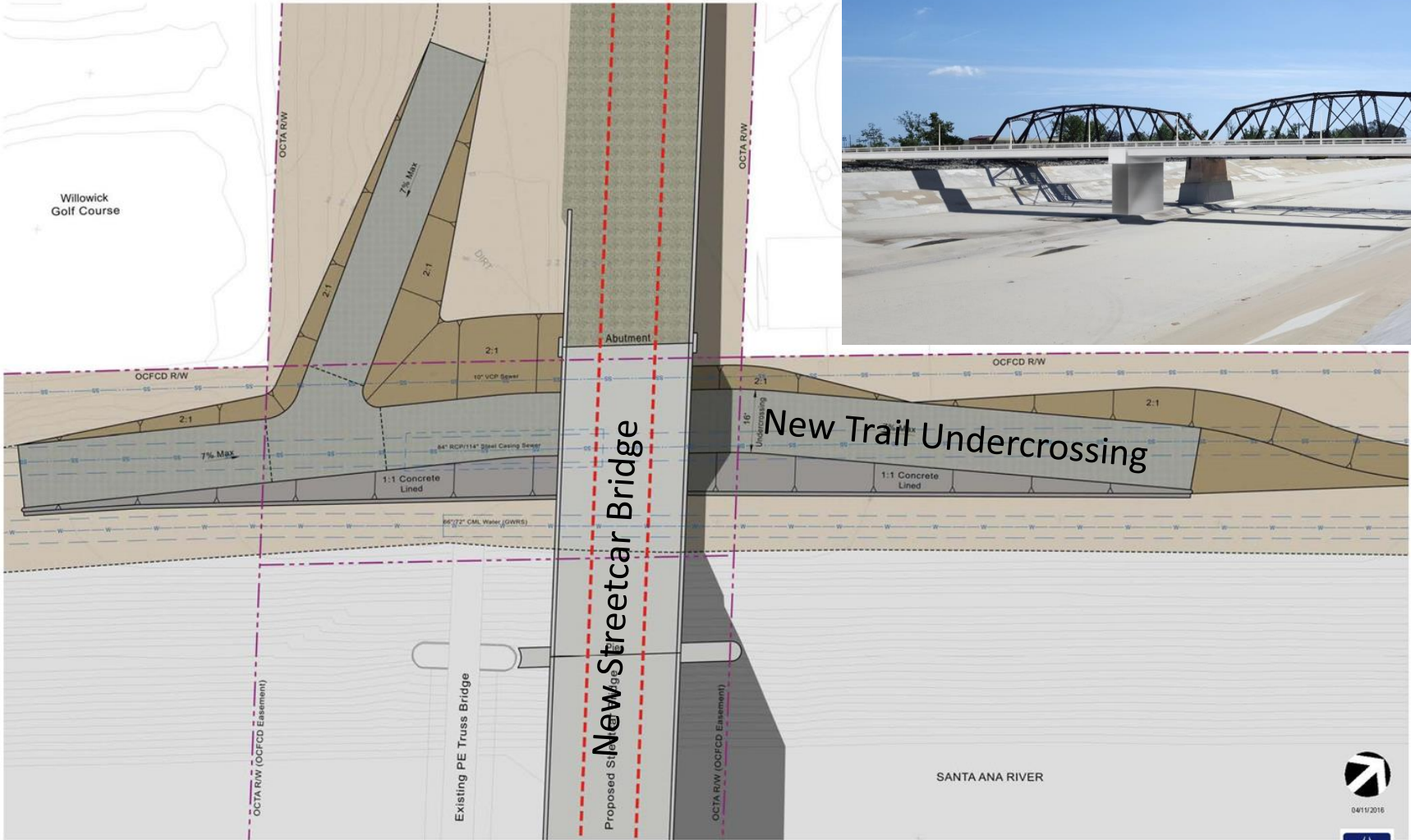
- Ability to bypass 4th Street
- Ability to operate shortened routes from Harbor Boulevard/Westminster Avenue or SARTC

Maintenance and Storage Facility

- Maintenance of vehicles and operations center
- Adjacent to PE ROW west of Raitt Street



New Trail Undercrossing West Side Santa Ana River



New Trail Undercrossing

West Terminus at Harbor Boulevard/ Westminster Avenue



Westminster Bridge



Wave

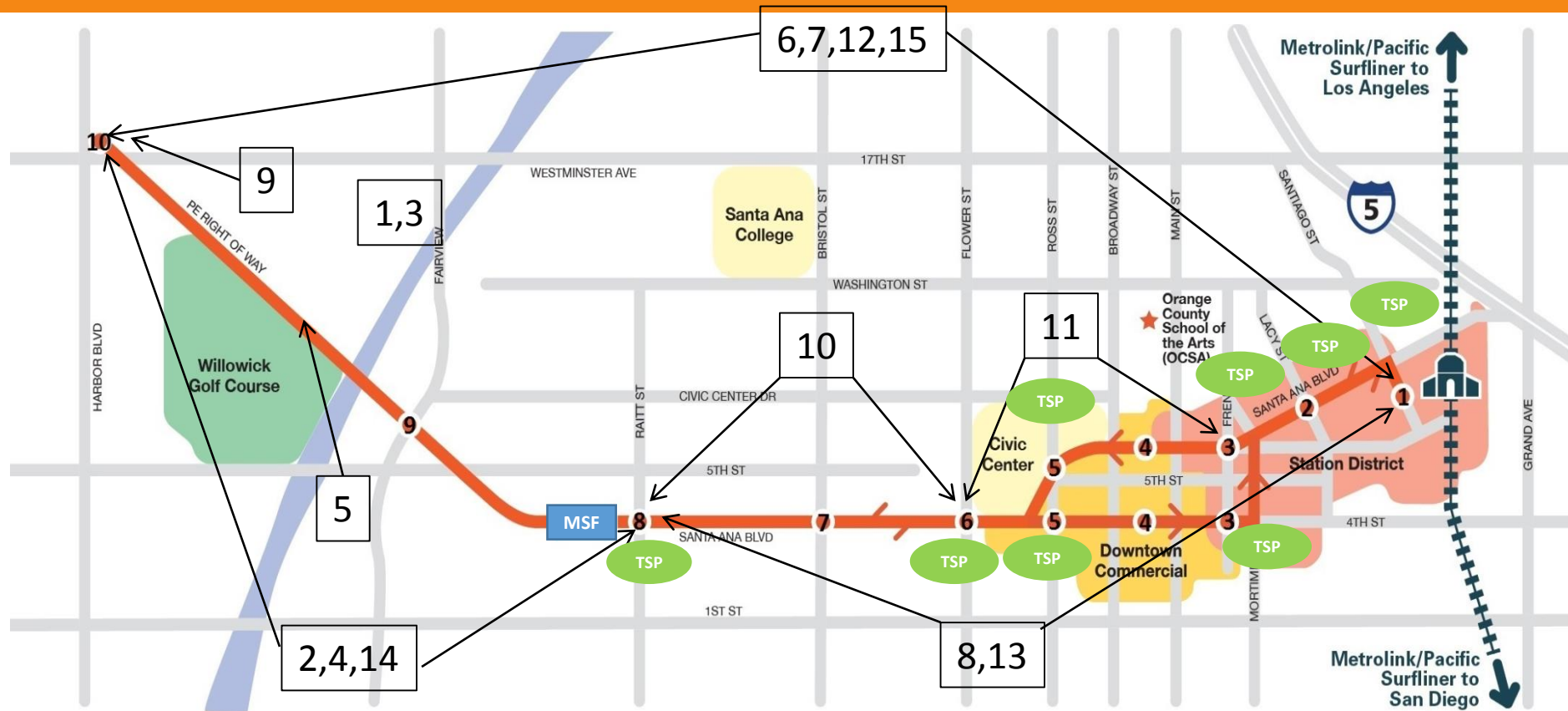


Arch



Art Deco

Minor Design Modifications



- 1-Santa Ana River Bridge
- 2-Alignment within PE ROW Bridge Type
- 3-Trail Crossing West Bank Santa Ana River
- 4-45 miles per hour speed in the PE ROW

- 5-Delete Willowick Station
- 6-Station Locations
- 7-Crossover Locations
- 8-Traffic Signal Priority (TSP)

- 9-Westminster Avenue Bridge Type
- 10-West Santa Ana Boulevard
- 11-Santa Ana Boulevard Downtown
- 12-Traction Power Substation Locations

- 13-Street Drainage
- 14- Two Wire Overhead Contact System in PE ROW
- 15-Communications Fiber Run

Environmental Update – 30 percent Design

- Technical Analyses to address minor design modifications
 - Noise and vibration
 - Cultural and historic
 - Parks, recreation areas, wildlife refuges, and historic sites [4(f)]
 - Visual
 - Traffic
- California Environmental Quality Act Addendum
 - No increase to previously identified impacts
 - No new significant impacts

Updated Cost Estimate – 30 percent Design

| Cost (millions) | August 2015 | 30 percent Design July 2016 | Change in Cost |
|-------------------------------|-----------------|--------------------------------|----------------|
| Construction/ROW/Utilities(1) | \$129.28 | \$123.76 | -\$5.52 |
| Vehicles(1) | \$33.00 | \$38.01 | \$5.01 |
| Professional Services(1) | \$48.55 | \$59.86 | \$11.31 |
| Contingency(1) | \$53.07 | \$54.49 | \$1.42 |
| Escalation(2) | \$24.84 | \$21.79 | -\$3.05 |
| Total Cost(2) | \$288.74 | \$297.91 | \$9.17 |

(1) Base Year Cost

(2) Year of Expenditure Cost

-All numbers have been rounded

Updated Cost Estimate – 30 percent Design

- Decreases from August 2015 estimate
 - More traditional bridge design at Westminster Avenue
 - Cost of materials based on “bottoms up” estimate
 - Escalation
- Increases from August 2015 estimate
 - Professional services
 - Vehicle costs (sales tax and non-revenue vehicles)
 - Maintenance facility construction/equipment
 - Additional traffic signal replacements
 - Wheel truing machine for long-term maintenance cost savings
 - New track on Ross Street for operational flexibility

Recommended Capital Funding Plan

| Funding Source (millions) | August 2015 Funding Plan | July 2016 Funding Plan | Change in Funding | Status of Funding Source |
|---|--------------------------|------------------------|-------------------|--|
| Federal New Starts* | \$144.37 | \$148.96 | \$4.59 | Pending award by FTA |
| Federal Congestion Mitigation and Air Quality Improvement | \$48.45 | \$53.03 | \$4.58 | Committed, with the additional \$4.58 million pending Board of Directors' (Board) approval |
| Federal FTA 5307 | | \$4.09 | \$4.09 | Pending Board approval |
| State Cap-and-Trade* | \$40.00 | \$40.00 | \$0 | Pending award by the California State Transportation Agency |
| Measure M2 – Project S | \$55.92 | \$51.83 | -\$4.09 | Committed |
| TOTAL | \$288.74 | \$297.91 | \$9.17 | |

* Contingent on state and federal approvals.

-All numbers have been rounded

Next Steps

- Provide Board design criteria for station stops – August 2016
- Submittal of annual New Starts Update – September 2016
- FTA Administrative Action on National Environmental Policy Act documentation (target) – September 2016
- Initiate evaluation of operations and maintenance options – October 2016
- FTA Approval of entry into Engineering (target) – November 2016
- Board consideration of vehicle contract award (piggyback option) or approval of vehicle manufacturing/delivery request for proposals – December 2016
- 60 percent design completion – December 2016

Questions ?

