



OC Streetcar Project Update and Capital Funding Plan

OC Streetcar: Background



- 4.15 miles system from Santa Ana Regional Transportation Center (SARTC) to Harbor Boulevard
- Modern Streetcar with Overhead Wire
- Utilizes the Orange County Transportation Authority (OCTA)-owned Pacific Electric Right-of-Way (ROW)
- Eight vehicles and one maintenance facility

Prior Board of Directors Direction

In August 2014, the Board of Directors (Board) took the following actions:

- Approved OCTA to serve as the implementing agency and owner-operator
- Directed staff to pursue federal New Starts funding

Activities Underway

ACTIVITY	DATE
Board approved the selection of the project management consultant	February 23, 2015
Federal Transit Administration (FTA) approved OCTA's request to enter into New Starts program Project Development	May 5, 2015
Board approved the release of the request for proposals for the OC Streetcar design	May 11, 2015
Initial Cost, Risk, Assessment, and Value Engineering (CRAVE)	June 9- 11, 2015
FTA assigned project management oversight consultant	July 7, 2015
Development of application to enter Engineering (second phase of the New Starts program)	Underway

CRAVE Analysis

- Tied Arch Bridge at Westminster
 - Aesthetically pleasing structure to match scale of project
- Reconfiguration of Track at SARTC
 - Advantageous operational layout
- Traffic Signal Prioritization
 - Operational efficiencies with minimal impacts to traffic
- Number of Vehicles
 - Operational frequency, FTA spare requirements
- Drainage Improvements
 - Project drainage need coordination with city master drainage plan
- Weekend Service Plan
 - Right sizing service frequency

Capital Cost Estimate

- Capital cost estimate developed through the environmental phase is approximately \$250 million (2011 dollars)
- FTA requires that the cost estimate be established in a base year, currently 2015, and as year of expenditure (YOE) estimate

Updated 2015 Base Year Estimate

Year-over-year change to cost estimate

2011	2012	2013	2014	2015
\$250.00	\$257.50	\$265.20	\$273.20	\$281.40

Capital Cost Estimate Conversion to YOE

	2015	2016	2017	2018	2019	2020	Total
% Project Costs Spent	1.60%	7.80%	14.7%	40.0%	33.70%	2.20%	100%
Base Year Cost	\$4.50	\$21.95	\$41.36	\$112.55	\$94.82	\$6.19	\$281.38
Cumulative Inflation Factor	0.00	0.03	0.06	0.09	0.13	0.16	--
Inflation Amount*	\$0.00	\$0.66	\$2.52	\$10.44	\$11.90	\$0.99	\$26.50
YOE Cost	\$4.50	\$22.61	\$43.88	\$122.99	\$106.73	\$7.18	\$307.88

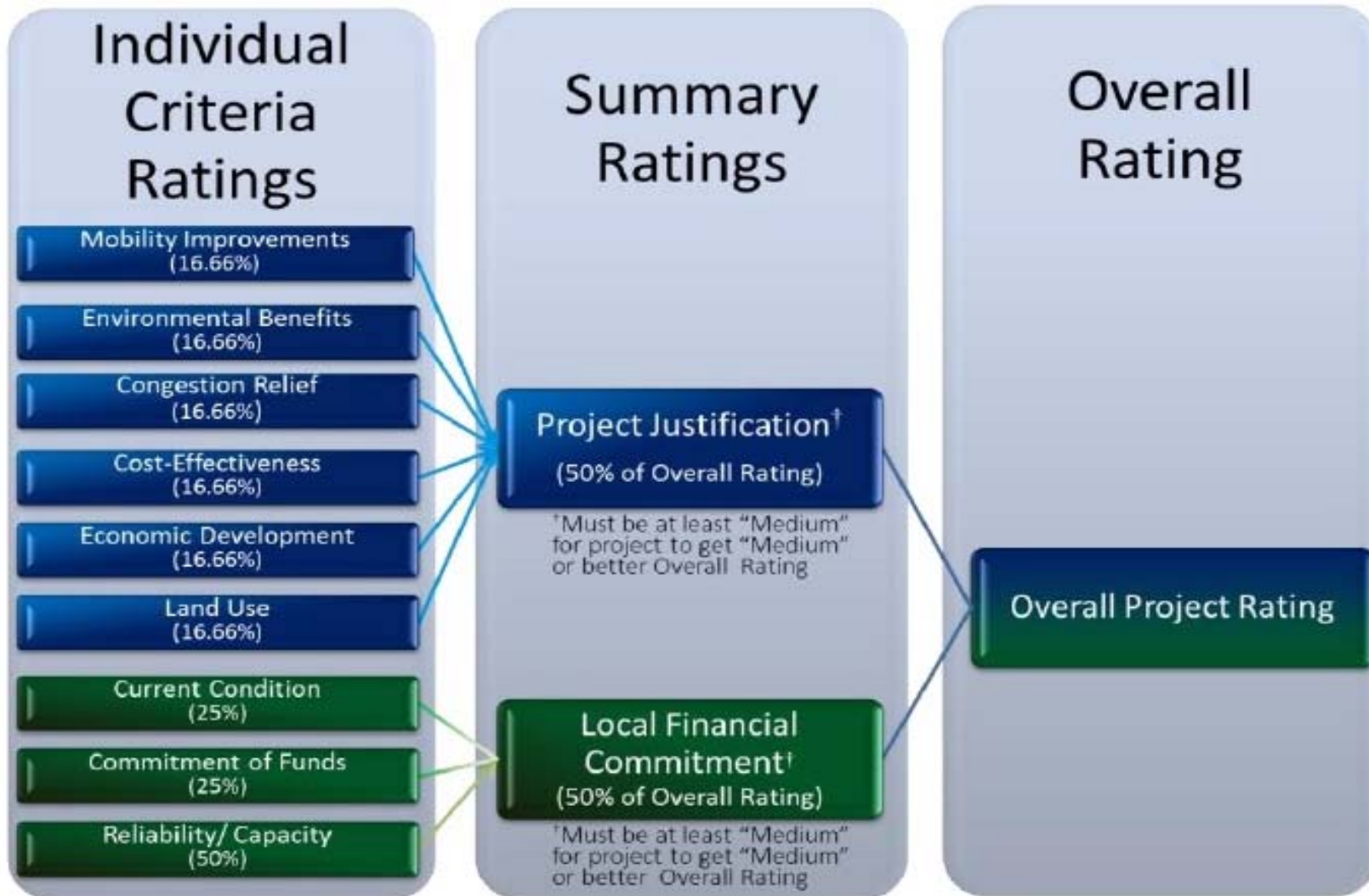
**Inflation factor is derived from FTA past practices and other New Starts project templates, and is reasonably consistent with the California Department of Transportation construction cost indices and forecasts.*

Refined Capital Cost Estimate

- Reduced scope of work for the tied arch bridge at Westminster
- Reconfiguration of track at SARTC
- Traffic Signal Prioritization
- Vehicle fleet size increased from seven to eight vehicles
- Removal of costs associated with drainage improvements beyond those absolutely necessary for the OC Streetcar project

	Environmental Impact Report Cost	Refined Project	Difference
Base Year (2015)	\$281.40	\$263.91	-\$17.49
YOE	\$307.88	\$288.75	-\$19.13

New Starts: Evaluation and Rating



Source: FTA

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*

Next Steps

- Begin ROW acquisition
- Streetcar vehicle procurement – Industry Forum
- Submit New Starts application
- Request entry into Engineering