



Orange County Transportation Authority

Transit Committee Agenda

Thursday, August 14, 2025 at 9:00 a.m.

Board Room, 550 South Main Street, Orange, California

Committee Members

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Valerie Amezcua
Stephanie Klopfenstein
Carlos A. Leon
Janet Nguyen
Tam T. Nguyen

Accessibility

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Orange County Transportation Authority (OCTA) Clerk of the Board's office at (714) 560-5676, no less than two business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda Descriptions

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

Public Availability of Agenda Materials

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Clerk of the Board's office at the OCTA Headquarters, 600 South Main Street, Orange, California.

Meeting Access and Public Comments on Agenda Items

Members of the public can either attend in-person or access live streaming of the Committee meetings by clicking this link: <https://octa.legistar.com/Calendar.aspx>

In-Person Comment

Members of the public may attend in-person and address the Board regarding any item within the subject matter jurisdiction of OCTA. Please complete a speaker's card and submit it to the Clerk of the Board and notify the Clerk regarding the agenda item number on which you wish to speak. Speakers will be recognized by the Chair at the time of the agenda item is to be considered by the Board. Comments will be limited to three minutes. The Brown Act prohibits the Board from either discussing or taking action on any non-agendized items.

Written Comment

Written public comments may also be submitted by emailing them to ClerkOffice@octa.net, and must be sent by 5:00 p.m. the day prior to the meeting. If you wish to comment on a specific

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agenda Item, please identify the Item number in your email. All public comments that are timely received will be part of the public record and distributed to the Board. Public comments will be made available to the public upon request.

Call to Order

Pledge of Allegiance

Director Amezcua

Closed Session

There are no Closed Session items scheduled.

Special Calendar

There are no Special Calendar matters.

Consent Calendar (Items 1 through 3)

All items on the Consent Calendar are to be approved in one motion unless a Committee Member or a member of the public requests separate action or discussion on a specific item.

1. Approval of Minutes

Clerk of the Board

Recommendation(s)

Approve the minutes of the July 10, 2025, Transit Committee meeting.

Attachments:

[Minutes](#)

2. Measure M2 Community-Based Transit Circulators Program Project V Ridership Report and Grant Confirmation for the 2024 Balboa Peninsula Trolley

Adriann Cardoso/Rose Casey

Overview

Measure M2 is a multimodal transportation improvement program which includes a program to fund community-based transit circulators known as Project V. The goal of this program is to provide local transit services that complement regional bus and rail service in areas not served by regional transit. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and are required to report on the performance of the services to ensure each meets the required performance standards. This report covers the period from October 2024 to March 2025.

Recommendation(s)

- A. Receive and file the Project V Ridership Report.
- B. Confirm Project V funding for the City of Newport Beach's 2024 Balboa Peninsula Trolley grant of \$3,274,720, consistent with prior Board of Directors' action.
- C. Authorize the Chief Executive Officer or his designee to negotiate, amend, and

TRANSIT COMMITTEE MEETING AGENDA

enter into an agreement with the City of Newport Beach for the grant amount of \$3,274,720 for the Balboa Peninsula Trolley.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

3. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program and SB 125 (Chapter 54, Statutes of 2023) Transit Program Funding Recommendations for Fiscal Year 2025-26 and 2026-27

Mina Kim/Rose Casey

Overview

The SB 1 State of Good Repair Program and the SB 125 Transit Program provide funding for transit system state of good repair and capital improvement projects. Programming recommendations for fiscal year 2025-26 and 2026-27 funds are presented for Board of Directors' consideration.

Recommendation(s)

- A. Approve Resolution No. 2025-069 to authorize the use of fiscal year 2025-26 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.542 million, for the following proposed projects:
- Heating-ventilation replacement at the Santa Ana Bus Base (\$1.747 million)
 - Battery-electric chargers at the Santa Ana Bus Base (\$1.290 million)
 - Hydrogen fueling station at the Garden Grove Bus Base (\$4.505 million)
- B. Authorize the use of the following funds for a hydrogen fueling station at the Garden Grove Bus Base:
- Fiscal year 2026-27 SB 1 State of Good Repair (\$3.651 million)
 - SB 125 Transit Program accrued interest (\$0.424 million)
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Attachment B](#)

[Attachment C](#)

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Regular Calendar

4. OC Streetcar Project Quarterly Update

Jeff Mills/James G. Beil

Overview

The Orange County Transportation Authority is implementing the OC Streetcar Project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar Project activities from May 2025 through July 2025.

Recommendation(s)

Receive and file as an information item.

Attachments:

[Staff Report](#)

[Attachment A](#)

[Presentation](#)

Discussion Items

5. Ridership Update

Kim Tucker/Johnny Dunning, Jr.

Overview

A brief update on Transit ridership.

Attachments:

[Presentation](#)

6. Public Comments

7. Chief Executive Officer's Report

8. Committee Members' Reports

9. Adjournment

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, September 11, 2025

OCTA Headquarters
550 South Main Street
Orange, California



Committee Members Present

Fred Jung, Chair
Vicente Sarmiento, Vice Chair
Stephanie Klopfenstein
Valerie Amezcua
Janet Nguyen

Staff Present

Darrell E. Johnson, Chief Executive Officer
Gina Ramirez, Assistant Clerk of the Board
Seema Shanti Kulkarni, Clerk of the Board Intern
Cassie Trapesonian, Assistant General Counsel
OCTA Staff

Committee Members Absent

Tam T. Nguyen
Carlos A. Leon

Call to Order

The July 10, 2025, meeting of the Transit Committee was called to order by Committee Chair Jung at 9:00 a.m.

Consent Calendar

1. Approval of Minutes

A motion was made by Director Amezcua, seconded by Vice Chair Sarmiento, and passed by those present to approve the minutes of the June 18, 2025, Transit Committee special meeting.

2. Amendment to Agreement for the Ticket Vending Machine System for the OC Streetcar

A motion was made by Director Amezcua, seconded by Vice Chair Sarmiento, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-1-3279 between the Orange County Transportation Authority and INIT Innovations in Transportation, Inc., in the amount of \$373,743, to support hosting, software, and equipment maintenance based on the updated project schedule for the ticket vending machine system. This will increase the maximum cumulative payment obligation to a total contract value of \$2,660,082.

Director Janet Nguyen abstained from voting on this item.

3. Amendment to Agreement for Transit Training Services

A motion was made by Director Amezcua, seconded by Vice Chair Sarmiento, and passed by those present to authorize the Chief Executive Officer to negotiate and execute Amendment No. 2 to Agreement No. C-2-2187 between the Orange County Transportation Authority and Mobility Management Partners, Inc. to exercise the option term in the amount of \$778,384, to continue providing transit training services effective August 1, 2025, through July 31, 2027. This will increase the maximum cumulative obligation of the agreement to a total contract value of \$1,895,188.



Regular Calendar

4. Cooperative Agreement with the Southern California Regional Rail Authority and the City of San Clemente to Replace and Rehabilitate the Pedestrian Audible Warning System

Jim Beil, Capital Programs, provided a report.

A motion was made by Director Klopfenstein, seconded by Vice Chair Sarmiento, and passed by those present to:

- A. Authorize the Chief Executive Officer to negotiate and execute Cooperative Agreement No. C-5-4115 between the Orange County Transportation Authority, the Southern California Regional Rail Authority, and the City of San Clemente.
- B. Authorize the use of up to \$1,818,000 in SB 125 (Chapter 54, Statutes of 2023) Transit Program for the replacement and rehabilitation of the controller system for the Pedestrian Audible Warning System Rehabilitation Project.
- C. Authorize staff to process all necessary amendments to the Federal Transportation Improvement Program and execute or amend all necessary agreements to facilitate the above actions.

5. Agreement for Paratransit and Microtransit Software

Jack Garate, Operations, provided a report.

A motion was made by Vice Chair Sarmiento, seconded by Director Klopfenstein, and passed by those present, to:

- A. Approve the selection of Spare Labs Inc. as the firm to provide paratransit and microtransit software.
- B. Authorize the Chief Executive Officer to negotiate and execute Agreement No. C-5-3930 between the Orange County Transportation Authority and Spare Labs Inc., in the amount of \$969,524, for a two-year initial term with one, five-year option term to provide paratransit and microtransit software.

Discussion Items

6. Bimonthly Transit Performance Report

Kim Tucker, Operations, provided a presentation.

No action was taken on this item.



7. Public Comments

No public comments were received.

8. Chief Executive Officer's Report

Darrell E. Johnson, Chief Executive Officer, reported on the following:

- OCTA received the Achievement of Excellence in Procurement Award from the National Procurement Institute for the 15th consecutive year.
- The OC Fair Express is returning this year for safe, affordable, and sustainable travel to the OC Fair.

9. Committee Members' Reports

There were no Committee Members' reports.

10. Adjournment

The meeting adjourned at 9:24 a.m.

The next regularly scheduled meeting of this Committee will be held:

9:00 a.m. on Thursday, August 14, 2025

OCTA Headquarters
550 South Main Street
Orange, California



August 14, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: Measure M2 Community-Based Transit Circulators Program
Project V Ridership Report and Grant Confirmation for the 2024
Balboa Peninsula Trolley

Overview

Measure M2 is a multimodal transportation improvement program which includes a program to fund community-based transit circulators known as Project V. The goal of this program is to provide local transit services that complement regional bus and rail service in areas not served by regional transit. Funding is awarded to local jurisdictions through a competitive call for projects. Local jurisdictions then implement the awarded services and are required to report on the performance of the services to ensure each meets the required performance standards. This report covers the period from October 2024 to March 2025.

Recommendations

- A. Receive and file the Project V Ridership Report.
- B. Confirm Project V funding for the City of Newport Beach's 2024 Balboa Peninsula Trolley grant of \$3,274,720, consistent with prior Board of Directors' action.
- C. Authorize the Chief Executive Officer or his designee to negotiate, amend, and enter into an agreement with the City of Newport Beach for the grant amount of \$3,274,720 for the Balboa Peninsula Trolley.

Background

The Measure M2 (M2) Community-Based Transit Circulators Program, known as Project V, is a competitive grant program that provides funding to develop and implement local transit services. Funded services include seasonal, special-event, commuter, fixed-route, and demand-responsive services intended

to complement and not compete with regional transit, while meeting specific local needs.

In November 2023, the Orange County Transportation Authority (OCTA) Board of Directors (Board) directed staff to issue a 2024 call for projects (call), and on September 23, 2024, the Board awarded \$43.071 million to fund 13 local jurisdiction projects, some of which provide multiple Project V services, routes, and multiple service types. The funding will help to continue 11 existing services, with four of those services being expanded, while also funding eight new Project V services.

Project V services are required to adhere to established minimum performance standards and are evaluated on a quarterly basis. This ridership report covers the second and third quarter for fiscal year (FY) 2024-25 and provides information on boardings per revenue vehicle hour, cost per boarding, and achievement of local jurisdictions' customer satisfaction and on-time performance standards.

Consistent with the established program guidelines, Project V-funded services are expected to meet a maximum cost per boarding standard, which is equal to twice the M2 Project V subsidy per boarding. Local jurisdictions are responsible for any costs beyond the OCTA subsidy. Services not meeting this standard are required to disclose the cost per boarding information to their governing board and seek direction on whether to continue, restructure, or cancel the service. This approach provides local jurisdictions with the flexibility to deliver Project V services under metrics that are context sensitive, yet financially sustainable and locally driven. For FY 2024-25, the maximum cost per boarding was established at \$21.62 (two times the FY 2024-25 M2 subsidy per boarding of \$10.81).

Discussion

Active Project V services during this reporting period, October 2024 through March 2025, include a combination of seasonal, special event, commuter, fixed-route local circulator, and demand-responsive services, which meet a variety of community needs.

During this reporting period, two services funded with 2024 grants were initiated:

- Laguna Beach – Off-Season Weekend Trolley Service
- San Juan Capistrano – Expanded Summer Weekend and Special Event Trolley Service

While the following grants from the 2016 and 2018 calls have been completed and their funds fully expended for the cities of Dana Point, Newport Beach, and San Juan Capistrano, the services originally supported by these grants are continuing with funding awarded in 2024:

- Dana Point Trolley Continuity and Expansion and Weekend Service (2018 Grant)
- Newport Beach Balboa Peninsula Trolley (2016 Grant)
- Newport Beach Balboa Peninsula Shuttle Expansion Program (2018 Grant)
- San Juan Capistrano – Special Event and Weekend Summer Trolley Service (2018 Grant)

During this reporting period, 12 of the 22 current Project V services were in operation, all of which successfully met the required cost per boarding standard. While some local jurisdictions are still developing strategies and tools to meet the on-time performance and customer satisfaction standards¹, all services successfully met their on-time performance and customer satisfaction standards.

The community-based transit services that were in service during this period include the following:

- Anaheim Canyon Metrolink Connector Service (2020 grant)
- County of Orange Ranch Ride Service (2016 grant)
- Dana Point Trolley Continuity (2020 grant)
- Huntington Beach Southeast Rideshare Pilot Program (2020 grant)
- Irvine Special Event Circulators (2024 grant)
- La Habra Community Special Event Service (2020 grant)
- Laguna Beach Off-Season Weekend Trolley Service (2020 grant)
- Laguna Beach Off-Season Weekend and Seasonal Services (2024 grant)
- Mission Viejo Community Circulator (2016 grant)

¹ The Irvine Special Event Circulators Service is anticipated to establish a target standard for on-time performance and customer satisfaction for the next reporting period.

**Measure M2 Community-Based Transit Circulators Program
Project V Ridership Report and Grant Confirmation for the 2024
Balboa Peninsula Trolley**

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- San Clemente Summer Weekend and Seasonal Trolley (2016 grant)
- San Juan Capistrano Special Event and Weekend Summer Trolley (2018 grant)
- San Clemente On-Demand/Ride-Hailing Service (2016 grant)

Additional performance statistics for these projects are provided in Attachment A. During this reporting period, these services collectively carried 256,000 total passengers, provided 20,000 hours of service, and traveled 250,500 miles.

City of Newport Beach's (Newport Beach) 2024 Balboa Peninsula Trolley

On Monday, September 23, 2024, the Board awarded \$43.071 million to fund 13 local jurisdiction projects submitted under the Measure M2 Community-Based Transit Circulators Program (Project V) 2024 call. The original recommendation that was published in the staff report included \$42.371 million for 12 projects. The Board approved staff's recommendation and further directed staff to accommodate the request from Newport Beach and increase the Project V grant for the Balboa Peninsula Trolley by the requested amount of \$700,000, from \$2,574,720 to \$3,274,720. However, this further direction was not reflected in the Board-approved meeting minutes. In order to ensure clarity and transparency, staff recommends confirmation of the direction to include the Balboa Peninsula Trolley and authorization to enter into a cooperative agreement with Newport Beach for \$3,274,720 in Project V funds for the Balboa Peninsula Trolley. The project description and information related to Newport Beach's request, as presented to the Board at the September 2024 meeting, is provided in Attachment B.

Summary

A ridership and status report on Project V services covering the period of October 2024 through March 2025 is provided. All the active services met the ridership and service performance standards. A status report on Project V services will continue to be provided to the Board on a semi-annual basis with the next update scheduled in December 2025.

Staff recommends confirming the previously awarded Project V grant to Newport Beach for the Balboa Peninsula Trolley and for the Board of Directors to authorize the Chief Executive Officer to negotiate or amend and enter into the Project V cooperative agreement accordingly.

Attachments

- A. Project V Services – Semi-Annual Review Ridership Report
- B. Balboa Peninsula Trolley Project Description and Funding Need consistent with information presented to the Board of Directors in September 2024

Prepared by:



Adriann Cardoso
Department Manager,
Capital Programming
(714) 560-5915

Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

Project V Services
Semi-Annual Review Ridership Report

Reporting Period: Q2 and Q3 of FY 24/25

No.	Agency	Service Description	Call Cycle Awarded	Measure M2 Total Grant	Service Type	Service Start Month/Year	Total Boardings	Total RVH	Total RVM	Boardings Per RVH (B/RVH) ^{1,2}	Cost Per Boarding (O&M/B) ^{1,2}	Met Customer Satisfaction Threshold	Met On-Time Performance Threshold
1	Anaheim	Anaheim Canyon Circulator	2020	\$ 1,141,864	Commuter Service	July 2020	3,085	525	10,020	5.9	\$ 19.44	Y	Y
2	County of Orange	Local Circulator and Special Event Service (OC Ranch Ride)	2016	\$ 2,041,547	Local Circulator and Special Event	June 2017	4,191	183	2,802	23.0	\$ 8.50	Y	Y
3	Dana Point	Dana Point Trolley Continuity	2020	\$ 2,209,739	Seasonal Service	July 2024	4,635	144	263	32.2	\$ 31.38	Y	Y
4	Irvine	Irvine Special Event and Circulators	2024	\$ 4,471,421	Seasonal and Special Event, Local Circulator	August 2024	7,220	567	8,353	12.7	\$ 12.02	TBD	TBD
5	Laguna Beach	Off-Season Weekend Trolley Service	2020	\$ 3,850,000	Seasonal and Special Event	September 2021	82,787	5,828	58,765	14.2	\$ 5.52	Y	Y
6	Laguna Beach	Off-Season Weekend and Seasonal Services	2024	\$ 5,212,250	Seasonal and Special Event	July 2024	11,261	707	7,408	15.9	\$ 5.07	TBD	Y
7	La Habra	Community Special Event Service	2020	\$ 66,234	Special Event	December 2022	830	39	410	21.5	\$ 2.17	TBD	TBD
8	Mission Viejo	Local Community Circulator	2016	\$ 3,332,879	Local Circulator	October 2016	31,865	3,011	44,397	10.6	\$ 8.67	Y	Y
9	San Clemente	Summer Weekend Trolley and Seasonal Service	2016	\$ 1,181,393	Seasonal and Special Event	May 2017	59,258	1,776	13,740	33.4	\$ 1.96	Y	Y
10	San Juan Capistrano	Expanded Summer Weekend and Special Event Trolley Service	2024	\$ 2,526,012	Seasonal and Special Event	July 2024	2,270	35	353	64.9	\$ 4.61	TBD	TBD
11	Huntington Beach	HB Southeast Rideshare Pilot Program	2020	\$ 806,240	Shared Ride-Hailing	July 2023	28,609	4,785	16,909	6.0	\$ 7.57	Y	Y
12	San Clemente	SC Rides On-Demand Service	2016	\$ 2,014,200	Shared Ride-Hailing	October 2016	20,842	2,522	57,104	8.3	\$ 7.17	Y	NA
Total							256,853	20,121	220,524				

1. Average of Q2 and Q3 rounded to next whole number
2. FY 2024-25 maximum cost per boarding is \$21.63

NA - data not applicable for current reporting period (i.e., CS survey annual requirement satisfied in prior reporting period, service provides real-time ETA information, service did not operate with a fixed schedule)
TBD - refinement to target threshold in progress

Minimum Performance Standards for Cost Per Boarding, O&M/B
- Maintain O&M/B below maximum cost per boarding limit
- \$21.63 maximum cost per boarding set at twice the allowable per boarding OCTA subsidy rate of \$10.81 for FY 2024-25

Acronyms
B/RVH - Boardings per Revenue Vehicle Hour
Call - Call for Projects
CS - Customer Satisfaction
ETA - Estimated Time of Arrival
FY - Fiscal Year
HB - Huntington Beach
NA - Not Applicable
O&M/B - Operations and Maintenance Cost per Boarding
OCTA - Orange County Transportation Authority
OTP - On-Time Performance
Q2 - Quarter (October 2024 - December 2024)
Q3 - Quarter 3 (January 2025 - March 2025)
RVH - Revenue Vehicle Hours
RVM - Revenue Vehicle Miles
SC - San Clemente
TBD - To Be Determined
Y/N - Yes/No

**Balboa Peninsula Trolley Project Description and Funding Need Consistent with
Information Presented to the Board of Directors in September 2024**

RECOMMENDED FOR FUNDING:

Project Name		Service Description	Service Type	Service Details
	Newport Beach	At the September 23, 2024 Board of Directors (Board) meeting, the City of Newport Beach (City) shared with the Board that the cost estimate for the Project had increased from their original estimate of \$2.5 million to \$3.2 million based on proposals they had received for the project. While the Board amended the recommendation for the Project V grant for the Balboa Peninsula Trolley to accommodate the additional \$700,000, there were some administrative issues with the action and the change was not recorded in the minutes. Staff is requesting that the Board confirm the increase of the grant that was awarded from the original amount of \$2,574,720 to the revised funding amount of \$3,274,720.	Seasonal, Special Event	<ul style="list-style-type: none"> • Start Date: May 2025 • Service Period / Days: May to September, 15 weekends and holidays • Service Span: 10AM - 9:30PM • Service Frequency: Every 15 minutes
	Balboa Peninsula Trolley Service Continuation (Includes Special Event) <i>Continuation of Existing Service</i>	Description of the project provided to the Board on September 23, 2024: The City is awarded funds to continue its existing Project V summer and special events trolley service within the City providing connections at Hoag Hospital, Balboa Pier on the Balboa Peninsula via Pacific Coast Highway, Newport Boulevard, and Balboa Boulevard. This service will operate during the summer weekends on Saturdays and Sundays for approximately ten hours per day and will also provide special event service on the 4th of July. The existing service is being requested for an additional seven years through June 30, 2031. Capital funds are being requested to purchase five vehicles and for vehicle branding.		

* OCTA funding eligibility starts July 1, 2024



August 14, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program and SB 125 (Chapter 54, Statutes of 2023) Transit Program Funding Recommendations for Fiscal Year 2025-26 and 2026-27

Overview

The SB 1 State of Good Repair Program and the SB 125 Transit Program provide funding for transit system state of good repair and capital improvement projects. Programming recommendations for fiscal year 2025-26 and 2026-27 funds are presented for Board of Directors' consideration.

Recommendations

- A. Approve Resolution No. 2025-069 to authorize the use of fiscal year 2025-26 SB 1 State of Good Repair Program funding, which is estimated to provide approximately \$7.542 million, for the following proposed projects:
 - Heating-ventilation replacement at the Santa Ana Bus Base (\$1.747 million)
 - Battery-electric chargers at the Santa Ana Bus Base (\$1.290 million)
 - Hydrogen fueling station at the Garden Grove Bus Base (\$4.505 million)
- B. Authorize the use of the following funds for a hydrogen fueling station at the Garden Grove Bus Base:
 - Fiscal year 2026-27 SB 1 State of Good Repair (\$3.651 million)
 - SB 125 Transit Program accrued interest (\$0.424 million)
- C. Authorize staff to make all necessary amendments to the Federal Transportation Improvement Program and execute any necessary agreements to facilitate the above recommendation.

Background

On April 28, 2017, California Governor Brown signed SB 1, known as the Road Repair and Accountability Act of 2017. One of the programs that was enacted through SB 1 is the State of Good Repair (SGR) Program which is intended to support eligible transit maintenance, rehabilitation, and capital projects. The SGR Program is funded through vehicle registration and renewal fees assessed on zero-emission vehicles which is referred to as the SB 1 Transportation Improvement Fee (TIF). It is estimated that the TIF will provide \$137.953 million statewide in SGR for fiscal year (FY) 2025-26.

On average, the Orange County Transportation Authority (OCTA) has received \$6.5 million per year since the program started. For FY 2025-26, OCTA's share is estimated to be \$7.542 million. To date, OCTA has received almost \$52 million through eight cycles of SGR funding. Prior year funds have been used for projects such as the Transit Security Operations Center, San Juan Creek Bridge, Security Gates at Anaheim, Garden Grove, and Santa Ana facilities, multiple replacement buses, and various modifications, upgrades, and replacement projects at OCTA locations.

The California Department of Transportation (Caltrans) revises the SGR guidelines on an annual basis, with the most recent version approved in July 2024. Transit agencies are required to submit projects for Caltrans' confirmation of eligibility by September 1, 2025. FY 2025-26 funds will be allocated quarterly by the State Controller's Office (SCO) beginning in November 2025.

The SB 125 Transit Program is a formula funding program administered by the California State Transportation Agency. As the regional transportation planning agency for Orange County, OCTA is a direct recipient of these funds. The SB 125 Transit Program consists of two components: the Transit and Intercity Rail Capital Program formula funds, distributed pursuant to a population-based formula to support transit operations and capital needs and the Zero-Emission Transit Capital Program funds, distributed based on a formula that combines population and revenues to fund zero-emission transit equipment and operations. OCTA anticipates receiving up to \$380.916 million over a five-year period. The OCTA Board of Directors (Board) approved the use of SB 125 Transit Program funds on August 8, 2024. These funds are received once approved rather than on a reimbursement basis, and interest earnings can be programmed for eligible projects.

Discussion

On August 14, 2024, the Board approved programming \$2.846 million in FY 2024-25 SGR funds and \$4.154 million in FY 2025-26 SGR funds to fully fund the heating, ventilation and air conditioning (HVAC), exhaust fan and vacuum units replacement at the Santa Ana Bus Base. Subsequent to that action, the contract for this project was awarded at a significantly lower cost than the original estimate, resulting in \$2.407 million in FY 2025-26 SGR being available for programming to a new project.

On August 14, 2023, the Board approved the use of \$1.500 million in prior year SGR funding for battery-electric (BE) chargers at the Santa Ana Bus Base. The project includes installation of ten BE chargers and the required electrical equipment. These BE chargers will provide essential infrastructure to help test technologies and assist in OCTA's eventual transition to a zero-emission bus fleet. The lowest responsive bid received is \$2.790 million, \$1.290 million above the programmed amount. Staff recommends programming an additional \$1.290 million in FY 2025-26 SGR funds to fully fund the project.

Lastly, staff is recommending that the remaining FY 2025-26 SGR funding of \$4.505 million, \$3.651 million in future FY 2026-27 SGR funding, and \$0.424 million in SB 125 accrued interest be used for the hydrogen (H₂) fueling station project at the Garden Grove Bus Base. The H₂ fueling station project will install a liquid H₂ fueling station, fuel-cell electric bus de-fueling appurtenances, H₂ detection in bus maintenance facilities, metered electrical infrastructure, a standby power generator, a fuel-cell electric maintenance platform, and related work. The total project cost, including construction management, is estimated at \$22.080 million. The Board previously authorized \$13.500 million in Low Carbon Transit Operations Program and Transit and Intercity Rail Capital Program funds for this project. This leaves an outstanding funding need of \$8.580 million which is recommended to be provided through the use of the FY 2025-26 and FY 2026-27 SGR funds and the accrued interest earned from the SB 125 Transit Program.

The following table provides a summary of the above recommendations for FY 2025-26 SGR funding:

SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program and SB 125 (Chapter 54, Statutes of 2023) Transit Program Funding Recommendations for Fiscal Year 2025-26 and 2026-27

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SGR Projects (\$000)	Prior 25/26 SGR	Difference	Proposed 25/26 SGR
Project Cost Savings			
Heating-ventilation replacement at the Santa Ana Bus Base	\$4,154	-\$2,407	\$1,747
Proposed New Projects			
BE chargers at the Santa Ana Bus Base	-	\$1,290	\$1,290
H ₂ Fueling Station at the Garden Grove Bus Base	-	\$4,505	\$4,505
Total	\$4,154	\$3,388	\$7,542

OCTA is required to submit a Board-approved list of proposed projects to the State by September 1, 2025. A resolution for the proposed projects is also required and included as Attachment A.

The use of SGR funding and the SB 125 accrued interest for the transit capital projects listed in this item is consistent with Caltrans' SGR Program guidelines, meets the program goals, and is consistent with OCTA's Capital Programming Policies, approved by the Board in December 2021. Project descriptions and additional information for each of the projects listed in this staff report are included in Attachment B. The actions recommended in this report have been added to OCTA's Capital Funding Program provided in Attachment C.

Next Steps

With Board approval, staff will submit the FY 2025-26 project list to Caltrans by September 1, 2025, for the use of \$7.542 million. Caltrans will finalize and submit the statewide list of FY 2025-26 projects to the SCO on October 1, 2025. It is anticipated that the SCO FY 2025-26 funds will begin being released to transit agencies on a quarterly basis, beginning in November 2025.

Summary

Staff recommends that the OCTA Board approve the required resolution for the list of proposed projects and approve the use of FY 2025-26 SGR funds for the HVAC replacement, battery-electric chargers, and hydrogen fueling station projects.

Attachments

- A. Resolution 2025-069 of the Orange County Transportation Authority, SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program, Fiscal Year 2025-26
- B. SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Proposed Project Descriptions
- C. Capital Funding Program Report

Prepared by:



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Approved by:



Rose Casey
Executive Director, Planning
(714) 560-5729

**RESOLUTION 2025-069
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY
SB 1 (CHAPTER 5, STATUTES OF 2017) STATE OF GOOD REPAIR PROGRAM
FISCAL YEAR 2025-26**

WHEREAS, the Orange County Transportation Authority (OCTA) is an eligible project sponsor and may receive state funding from the SB 1 (Chapter 5, Statutes of 2017) State of Good Repair (SGR) Program for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, in collaboration with the State Controller's Office (SCO), the California Department of Transportation (Caltrans) is tasked with the management and administration of the SGR Program; and

WHEREAS, Caltrans has developed guidelines for administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, OCTA wishes to use the estimated SGR funding of \$7,541,996 for the projects listed below; and

WHEREAS, OCTA will adjust funding levels for projects, if necessary, based on actual receipt of funds;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors (Board) that the fund recipient agrees to comply with all conditions and requirements set forth in applicable statutes, regulations, and guidelines for all SGR-funded transit projects;

NOW, THEREFORE, BE IT FURTHER RESOLVED by the Board that it hereby authorizes the submittal of the following project nomination to Caltrans in fiscal year 2025-26 SGR funds:

- Heating-ventilation unit replacement at the Santa Ana Bus Base
- Battery-electric chargers at the Santa Ana Bus Base
- Hydrogen fueling station at Garden Grove Bus Base

ADOPTED, SIGNED, AND APPROVED this 25th day of August 2025.

AYES:

NOES:

ABSENT:

ATTEST:

Andrea West
Clerk of the Board

Doug Chaffee, Chair
Orange County Transportation Authority

OCTA Resolution No. 2025-069

SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Proposed Project Descriptions

Heating-Ventilation Replacement at the Santa Ana Bus Base

The project includes replacement of heating-ventilation units (HVAC) and exhaust fan (EF) units within all buildings at the Santa Ana Bus Base, including the rooftop cyclone vacuum units at the fuel building. The project is necessary to maintain Santa Ana Bus Base building mechanical systems in a state of good repair and mechanical equipment life cycle. The project will replace the old rooftop mechanical HVAC units, EF units, and cyclone vacuum units with new energy efficient units. The proposed updated funding plan based on bids received for this work is provided in the table below:

Existing Funding (\$000s)	FY22/23 SGR	FY23/24 SGR	FY24/25 SGR	FY25/26 SGR	Total
CON	\$1,150	\$1,190	\$506	\$4,154	\$7,000

Proposed Funding (\$000s)	FY22/23 SGR	FY23/24 SGR	FY24/25 SGR	FY25/26 SGR	Estimated Total
CON	\$1,150	\$1,190	\$506	\$1,747	\$4,593

CON – Construction

FY – Fiscal Year

SGR – SB 1 State of Good Repair Program

Battery-Electric Chargers at the Santa Ana Bus Base

In early 2020, Orange County Transportation Authority (OCTA) initiated a pilot program to test zero-emission bus (ZEB) technology to obtain operational performance information to determine which ZEB technology, or mix of technologies, best meets OCTA service requirements. The pilot program was expanded in 2023 with the introduction of ten battery-electric buses (BEB) operating from the Garden Grove Bus Base. This project will further expand the ZEB pilot program with installation of electric bus chargers to support ten BEBs operating from the Santa Ana Bus Base. Installing BEB chargers at the Santa Ana Bus Base will provide flexibility to deploy BEBs from either location on various routes expanding the operating environments in which these buses are being tested. The project will install ten 160-kilowatt plug-in chargers and one 480-kilowatt pantograph charger at the Santa Ana Bus Base, including charger power cabinets, charger dispensers, a pantograph, underground conduits, electrical conductors, metered electrical power distribution equipment, standby generator, Fleetwatch receivers for OCTA's fuel management system, pavement repairs, connection to the Southern California Edison infrastructure, safety compliance, and related work. In coordination with operations maintenance and the equipment manufacturer, the project will energize and test the functionality of the BEB chargers for use. The proposed updated funding plan based on bids received for this work is provided in the table below:

Existing Funding (\$000s)	FY23/24 SGR	Total
CON	\$1,500	\$1,500

Proposed Funding (\$000s)	FY23/24 SGR	FY25/26 SGR	Estimated Total
CON	\$1,500	\$1,290	\$2,790

Hydrogen Fueling Station at the Garden Grove Bus Base

Since OCTA's pilot program to test ZEB technology in early 2020, the pilot was expanded in 2023 with the introduction of ten battery-electric buses operating from the Garden Grove Bus Base. OCTA is now underway with expanding the ZEB fleet with the addition of 40 new fuel-cell electric buses (FCEB) along with the installation of a hydrogen (H₂) fueling station at the Garden Grove Bus Base. The project will install a liquid H₂ fueling station, FCEB de-fueling appurtenances, H₂ detection in bus maintenance facilities, metered electrical infrastructure, a standby power generator, FCEB maintenance platform, and related work. The proposed updated funding plan based on updated cost estimates is provided in the table below:

Existing Funding (\$000s)	LCTOP	TIRCP	Total
CON	\$8,914	\$3,086	\$12,000
CM	\$750	\$750	\$1,500
Total	\$9,664	\$3,836	\$13,500

Proposed Funding (\$000s)	LCTOP	TIRCP	FY25/26 SGR	FY26/27 SGR	SB 125 Accrued Interest	Estimated Total
CON	\$8,914	\$3,086	\$4,505	\$3,651	\$424	\$20,580
CM	\$750	\$750	-	-	-	\$1,500
Total	\$9,664	\$3,836	\$4,505	\$3,651	\$424	\$22,080

LCTOP – Low Carbon Transit Operations Program
TIRCP – Transit and Intercity Rail Capital Program
SB 125 – SB 125 (Chapter 54, Statutes of 2023) Transit Program
CM – Construction Management



Capital Funding Program Report

ATTACHMENT C

Pending Approval by OCTA Board of Directors - August 25, 2025

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Go Local - Step 1	S	\$5,730							\$5,730		
Mobile ticketing equipment	S	\$4,036						\$4,036			
M2 Project V Community Circulators	V	\$53,767								\$53,767	
M2 Project W Safe Transit Stops (City)	W	\$1,708								\$1,708	
M2 Project W Safe Transit Stops (OCTA)	W	\$370								\$370	
40 Hydrogen Fuel-Cell 40-Foot Buses		\$65,595	\$29,831					\$35,764			
Anaheim Transportation Network suballocation		\$8,942		\$8,942							
Associated Transportation Improvements		\$556		\$556							
Bike Lockers at Santa Ana Regional Transportation Center (SARTC)		\$2,000						\$2,000			
Bravo! 553 (operating costs)		\$7,275	\$5,721					\$1,554			
Bus engine repowers (173)		\$12,365	\$12,365								
Capitalized cost of contracted services FY 2021-22 to FY 2025-26 (ACCESS and contracted fixed-route contracts)		\$347,334		\$249,882							\$97,452
DCFC Charging at Fullerton Transportation Center and SARTC		\$1,250						\$1,250			
Digital bus stop sign 13" along high quality transit corridors (143 sign)		\$2,500				\$2,500					
Engine repower/rebuild contract		\$4,071					\$4,071				
Enhanced Mobility for Seniors and Disabled (EMSD) Call		\$2,280									\$2,280
Facilities upgrades, modifications, and replacement projects		\$1,739					\$1,739				
Harbor Blvd. dynamic bus lane (env./engineering)		\$5,100						\$5,100			
Harbor Boulevard Connected Bus Pilot Stage I		\$2,000		\$1,600				\$400			
Harbor Boulevard Connected Bus Pilot Stage II		\$6,800						\$5,400		\$1,400	
Harbor Boulevard high-capacity transit expansion environmental		\$14,000	\$14,000								
Heating-Ventilation Replacement at Santa Ana Bus Base ¹		\$4,593					\$4,593				
Hydrogen Fueling Station at Garden Grove Bus Base ¹		\$22,080					\$8,156	\$13,924			
Installation of Battery-Electric Chargers at Santa Ana Bus Base ¹		\$2,790					\$2,790				
Non-fixed-route paratransit operations assistance - FY 2021-22 to FY 2025-26		\$257,046		\$97,682							\$159,364
OC Bus Operations - Connections to OC Streetcar		\$6,072						\$6,072			
OC Mobility Hubs Strategy		\$297	\$263			\$34					
Open payment system and smart fareboxes		\$26,500						\$26,500			
Preventive maintenance - including salaries and benefits (includes ATN & Laguna Beach)		\$362,772		\$362,772							
Purchase 117 replacement paratransit vehicles		\$14,995		\$14,995							
Purchase 131 replacement paratransit vehicles		\$32,165		\$32,165							
Rehabilitation and renovation at OCTA bus facilities		\$1,509		\$1,207							\$302
Rideshare/vanpool		\$20,232	\$20,232								
Security Gates at Garden Grove, Santa Ana, Anaheim bases		\$5,859					\$5,859				
Standby backup generators at Anaheim and IRCC bases		\$1,374					\$1,374				
Transit Security and Operations Center		\$68,261			\$3,660	\$10,381	\$43,828	\$5,603			\$4,789



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - August 25, 2025

Bus Transit Project											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
Transit service expansion planning		\$9,000	\$9,000								
Vanpool Program - capital lease		\$12,999	\$12,999								
Zero emission bus (future)		\$34,084	\$22,624					\$11,460			
Zero emission bus and bus facility		\$142,955	\$115,594					\$27,361			
Zero-emission Bravo! buses (ten-battery electric) and bus infrastructure		\$14,004					\$6,466	\$7,538			
Zero-Emission Paratransit Vehicle Pilot		\$5,016		\$2,508				\$2,507			\$1
Bus Transit Project Totals		\$1,594,021	\$242,629	\$772,309	\$3,660	\$12,915	\$78,876	\$156,469	\$5,730	\$57,245	\$264,188
Federal Funding Total		\$1,018,598									
State Funding Total		\$248,260									
Local Funding Total		\$327,163									
Total Funding (000's)		\$1,594,021									

Bus Transit Project Completed											
Project Title	M Code	Total Funding	Federal Funds			State Funds			Local Funds		
			STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local
ACCESS and fixed-route radio systems upgrade		\$22,465		\$4,434	\$341			\$16,239			\$1,451
Bravo! 529 buses (six)		\$3,595	\$549					\$3,046			
Bus replacement - articulated alternative fuel buses (60')		\$31,105	\$22,250	\$8,855							
Bus replacement (40' and ACCESS)		\$149,009	\$29,198	\$68,139							\$51,672
Engine rebuild		\$16,294		\$14,824				\$1,470			
FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities		\$3,657		\$3,657							
FTA Section 5316 Jobs Access and Reverse Commute		\$13,962		\$13,962							
FTA Section 5317 New Freedom		\$6,388		\$6,388							
Goldenwest Transportation Center parking structure		\$4,000	\$3,400								\$600
Goldenwest Transportation Center surface lot		\$2,000						\$1,200			\$800
Heating ventilation unit replacements		\$405		\$313			\$92				
iShuttle replacement buses (12)		\$6,760					\$6,084				\$676
MSRC County Transportation Commission Partnership Program		\$2,761						\$1,924			\$837
Purchase 201 40-foot alternative fuel replacement buses (OCTA)		\$94,599		\$64,148							\$30,451
Transit Security Program		\$3,167						\$3,167			
VSS upgrades at OCTA facilities		\$1,159		\$960				\$199			
Zero-emission hydrogen fuel cell buses (ten)		\$12,978					\$5,640	\$7,338			
Bus Transit Project Completed Totals		\$374,304	\$55,397	\$185,680	\$341		\$11,816	\$34,583			\$86,487



Capital Funding Program Report

Pending Approval by OCTA Board of Directors - August 25, 2025

Bus Transit Project Completed												
			Federal Funds			State Funds			Local Funds			
Project Title	M Code	Total Funding	STBG/CMAQ	FTA	Other Fed.	STIP	SB1	Other State	M1	M2	Other Local	
Federal Funding Total		\$241,418										
State Funding Total		\$46,399										
Local Funding Total		\$86,487										
Total Funding (000's)		\$374,304										

Pending Approval by OCTA Board of Directors - August 25, 2025

1. Authorize the use of fiscal year 2025-26 SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program funding, which is estimated to provide approximately \$7.542 million, for the following proposed projects:

- Heating-ventilation replacement at the Santa Ana Bus Base
- Battery-electric chargers at the Santa Ana Bus Base
- Hydrogen Fueling Station at Garden Grove Bus Base

Acronyms:

ATN - Anaheim Transportation Network
 Board - Board of Directors
 CMAQ - Congestion Mitigation Air Quality Improvement Program
 DCFC - Direct Current Fast Charging FTA - Federal Transit Administration FY - Fiscal Year
 IRCC - Irvine Construction Circle
 M Code - Project Codes in Measure M1 and M2
 M1 - Measure M1
 M2 - Measure M2
 MSRC - Mobile Source Air Pollution Reduction Review Committee
 OCTA - Orange County Transportation Authority
 SB 1 - SB 1 (Chapter 5, Statutes of 2017)
 STBG - Surface Transportation Block Grant
 STIP - State Transportation Improvement Program VSS - Video Surveillance System



August 14, 2025

To: Transit Committee

From: Darrell E. Johnson, Chief Executive Officer

Subject: OC Streetcar Project Quarterly Update

Overview

The Orange County Transportation Authority is implementing the OC Streetcar Project, and updates are provided to the Board of Directors on a quarterly basis. This report covers OC Streetcar Project activities from May 2025 through July 2025.

Recommendation

Receive and file as an information item.

Background

The Orange County Transportation Authority (OCTA), in cooperation with the cities of Santa Ana and Garden Grove, is implementing a modern streetcar running between the Santa Ana Regional Transportation Center in the City of Santa Ana (City) and the intersection of Harbor Boulevard and Westminster Avenue in the City of Garden Grove. The OC Streetcar Project (Project) will improve transit connectivity and accessibility, increase transit options, relieve congestion, and provide benefits to the community and traveling public. The Project is being implemented as part of Measure M2 Project S – Transit Extensions to Metrolink, approved by Orange County voters in November 2006.

Construction of the 4.15-mile alignment involves complex and specialized work, including the installation of embedded track in existing streets, an overhead contact system (OCS) to supply power to the vehicles, new traffic signals and transit signal priority at intersections, stops with canopies, bridges, and a maintenance and storage facility (MSF). A map of the alignment is included in Attachment A.

The Project includes ten streetcar stops in each direction (four shared center platforms and six side platforms in each direction, for a total of 16 platforms). Each stop includes a canopy, benches, leaning rails, trash cans, lighting, variable message signs, video cameras, a public address system, and ticket vending machines. Platforms will be 14 inches high to enable level boarding to streetcar vehicles.

The MSF can accommodate up to 15 modern streetcar vehicles, as well as all necessary administration, operations, vehicle maintenance, parts storage, and maintenance-of-way needs for the Project. The MSF will also include secured exterior vehicle storage, a wye track for turning vehicles end-for-end, a free-standing vehicle wash, employee parking, and fire department/delivery access.

On March 26, 2018, the OCTA Board of Directors (Board) awarded a contract to Siemens Industries, Inc. (Siemens) for the manufacturing and delivery of eight modern streetcar vehicles, spare parts, and special tools. On September 24, 2018, the Board awarded the construction contract for the Project to Walsh Construction Company II, LLC (Walsh). On November 30, 2018, the Federal Transit Administration (FTA) executed the Full Funding Grant Agreement (FFGA), securing \$149 million in federal New Starts discretionary funding for the Project. In February 2019, the FFGA was funded through the FTA Transit Award Management System, which was the last step necessary to begin the drawdown of federal funding. As of 2025, \$136.6 million has been drawn from the FFGA. On May 22, 2020, the Board awarded a contract to Herzog Transit Services, Inc. (Herzog), to provide operations and maintenance services for the initial start-up and pre-revenue period, and a five-year revenue term.

Discussion

The following is the status of completed milestones and ongoing project activities related to construction, vehicle manufacturing, operations, and public outreach.

Construction

Progress continues to be made on project construction. The bridges over the Santa Ana River and Westminster Avenue are complete, all tracks and OCS poles have been installed, all four traction power substations have been installed and energized, and station platforms and major amenities have been installed.

During the reporting period, construction throughout the Project continued to progress. The activities that are complete or ongoing this quarter include:

Pacific Electric Right-of-Way (PE ROW)

- Overhead wire installation on OCS poles is over 95 percent complete
- Train warning and gate systems installation at the Fairview Street, Fifth Street, and Raitt Street at-grade crossings are complete
- Landscaping and irrigation work is complete
- Pedestrian gates and final striping at Harbor Station are complete
- Final train signal control programming is ongoing

MSF

- Electrical and water services have been established
- Installation of safety gates in maintenance bays are complete
- Maintenance bay equipment and storage racks are complete
- Installation of workstations and furniture is ongoing
- Showers and locker rooms are complete
- Parking lot and maintenance yard striping, including fire lane, is complete
- OCS installation and finalization are ongoing

City Streets

- Installation of railing and wayfinding signs at various stations are ongoing
- Installation of OCS wire from Raitt Street to Bristol Street is complete and from Bristol Street to Flower Street is ongoing
- Landscaping is over 95 percent complete
- Paving at Mortimer Street and 4th Street is complete
- Traction Power Substation 4 at Santa Ana Regional Transportation Center was energized

Streetcar Vehicles

Upon receipt of the temporary certificate of occupancy, OCTA commenced with vehicle delivery. The Siemens commissioning team was deployed to the MSF to set up requisite resources and initiate vehicle system testing as facilities became available. Ninety percent of the special tools, test equipment, and spare parts have been delivered to the MSF.

A significant project milestone occurred at the end of April 2025 with the delivery of the first streetcar vehicle to the MSF, and seven streetcar vehicles have been successfully delivered to the MSF. The eighth and final vehicle is expected to be completed and delivered by late August/early September 2025. Negotiations progressed with Siemens Mobility, Inc. (SMI) regarding long-term storage of the vehicles, and a contract amendment is anticipated to go to the Board in the coming months.

Operations

The following is a status of key operations activities:

- Herzog has successfully received delivery of the streetcar vehicles, along with associated spare parts, special tools, and test equipment.
- Setup of the parts storeroom is underway, with inventory being organized and storage bins assigned. At the same time, inventory data is being entered and updated in the interim asset management system.
- Herzog continues to ramp up workforce mobilization, actively hiring train operators and maintenance technicians.
- On June 17 to 18, 2025, Herzog hosted a recruitment event in the City. The event was well attended and resulted in ten offers for train operators and four offers for maintenance technician positions.
- The first training cohort for train operators and maintenance technicians began during the reporting period.
- Siemens continues to conduct vehicle familiarization and maintenance training with trainers stationed onsite at the MSF.
- System Integration Testing (SIT) and training for the portable electric jacks were completed on July 16 to 17, 2025. The equipment successfully lifted the vehicle and performed as expected.
- In April 2025, OCTA staff joined the California Public Utilities Commission (CPUC) for a site inspection of the project alignment to assess progress, identify safety concerns, and verify compliance. A follow-up meeting was held on July 3, 2025, during which OCTA and CPUC staff reviewed the status of action items identified in the April 2025 inspection report.
- Negotiations are ongoing with the City of Garden Grove for the operations and maintenance agreement.

As project construction nears completion and the streetcar vehicles are delivered and tested, the Project is required to be reviewed by the FTA and their Project Management Oversight Contractors (PMOC) to prepare for the start of revenue service. These reviews are concurrent with the ongoing reviews being conducted by the CPUC to certify that the appropriate safety and security oversight is in place and appropriate testing is completed. As a recipient of a FFGA, OCTA is responsible for demonstrating that the Project is ready for revenue service in four key areas, including SIT, Pre-Revenue Operations Planning, Project System Safety & Security Testing, and Management Capacity and Capability. In addition to these key areas, OCTA is required to fulfill the requirements of Title VI of the Civil Rights Act of 1964 through an evaluation of the OC Streetcar and OC Bus service plan and fare structure. During the reporting period, staff continued the development of these plans and will be presenting the results of the analysis to the Board in the coming months.

Public Outreach

The following is a status of key public outreach activities:

- Monthly construction activity emails ongoing
- Distribution of bilingual notifications for targeted construction activities, including lane closures and vehicle deliveries are ongoing
- Safety education presentations to joint Flower Park and Downtown Neighborhood Associations, OC Wheelmen, Downtown Business event at Frida Cinema, two OCTA Community Meeting at Lydia Romero Academy have been completed
- Safety education materials distributed at Movies in the Park in the City on June 6, 13, 20, and 27

Cost and Schedule

In February 2025, the Board approved a revised project budget of \$649 million and a revised revenue service date in spring 2026. Staff continues to track project expenditures and schedule accordingly.

Next Steps

OCTA staff will continue to work closely with Walsh to complete the MSF for vehicle testing activities. As the first streetcar vehicle has been delivered, testing will commence late this summer on the PE ROW and then later this fall in the city streets. The outreach team will continue to provide oversight of construction activities, as well as ongoing project education and safety messaging at community events.

Summary

An OC Streetcar Project update covering May 2025 through July 2025 is provided for the Orange County Transportation Authority Board of Directors' review.

Attachment

- A. Map of OC Streetcar Project Alignment

Prepared by:



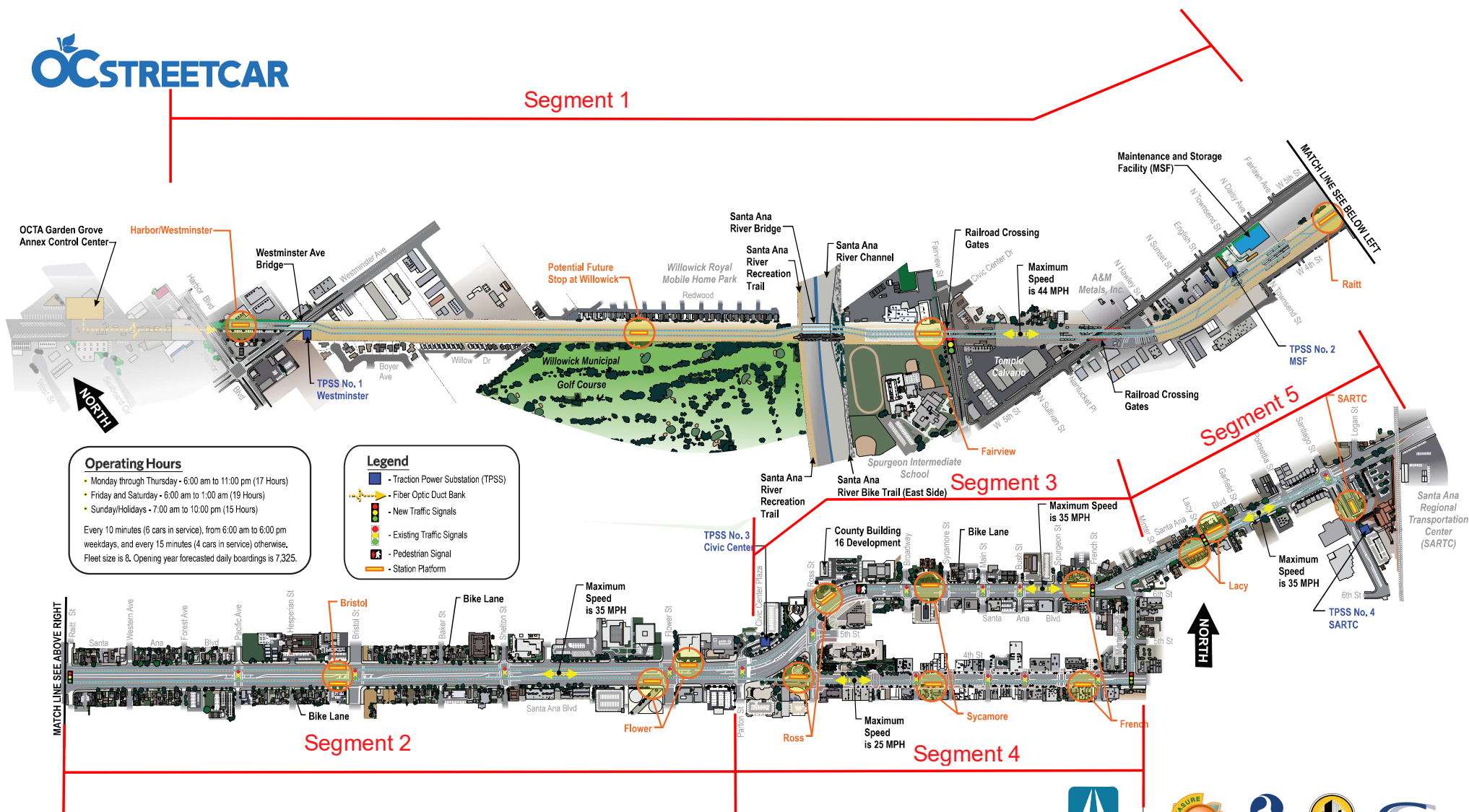
Jeff Mills, P.E.
Director, Capital Project Delivery
(714) 560-5925

Approved by:



James G. Beil, P.E.
Executive Director, Capital Programs
(714) 560-5646

Map of OC Streetcar Project Alignment



OC Streetcar Project Quarterly Update

Project Location and Key Features



LEGEND

Streetcar Route

Operations and Maintenance Facility

LOSSAN Rail Corridor

Santa Ana Regional Transportation Center

Proposed Stop

1 Santa Ana Regional Transportation Center	4 Sycamore Street	7 Bristol Street	10 Harbor Boulevard
2 Lacy Street	5 Ross Street	8 Ralitt Street	
3 French Street	6 Flower Street	9 Fairview Street	

NORTH



Construction Progress in Pacific Electric Right-of-Way



Harbor Station complete



Final striping at Harbor Station

Construction Progress at Maintenance and Storage Facility (MSF)

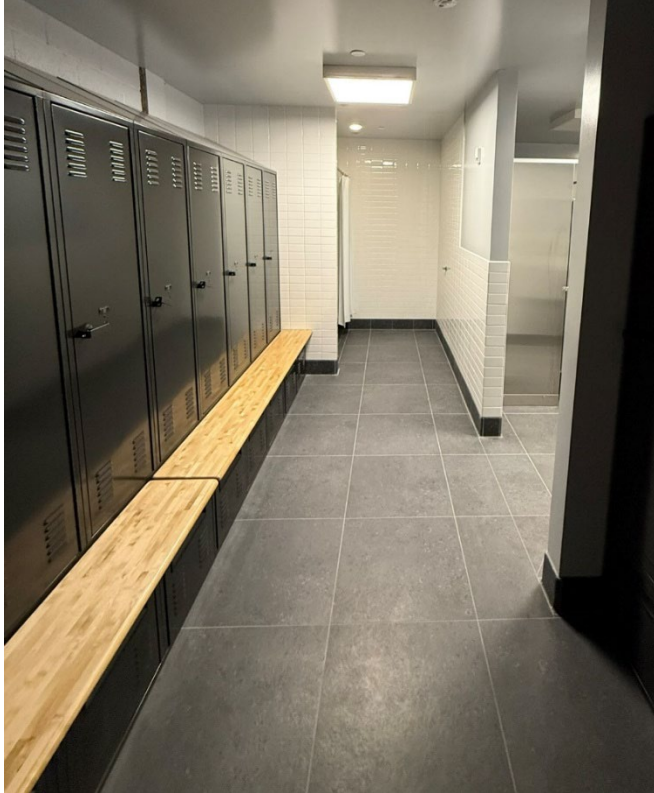


Maintenance storage



Wheel truing machine

Construction Progress at MSF (cont.)



Showers and locker rooms



Installation of furniture and
workstations



Parking lot striping, including fire lane

Construction Progress in City Streets



Installation of overhead contact system wire



Traction Power Substation 4 energized

Vehicles

- Seven vehicles completed and delivered to MSF
- Eighth and final vehicle expected to be completed and delivered by late August/early September 2025.
- Siemens Industries, Inc. commissioning team deployed at MSF in April 2025



Vehicle delivery

Testing and Pre-Revenue Operations

- First training cohort for train operators and maintenance technicians began
- A preliminary clearance cart test was conducted in June 2025, along the westbound track from Raitt Street to Harbor Boulevard
- Successful system integration testing and training for the portable electric jacks were completed in July 2025
- Staff continued preparation of Federal Transit Administration-required readiness for revenue service documents



Public Outreach

- Provide bilingual notifications for targeted construction activities
- Ongoing safety education and public awareness campaign underway at schools, community and civic organizations, and other stakeholders
- Events:
 - OCTA “Meet the Streetcar” event
 - City of Santa Ana Movies in the Park
- Safety education presentations
 - Tustin-Santa Ana Rotary Club
 - Flower Park and Downtown Neighborhood Association meeting
 - Lydia Romero Community meeting
 - Downtown Businesses Community meeting
 - OC Wheelmen





Ridership Update

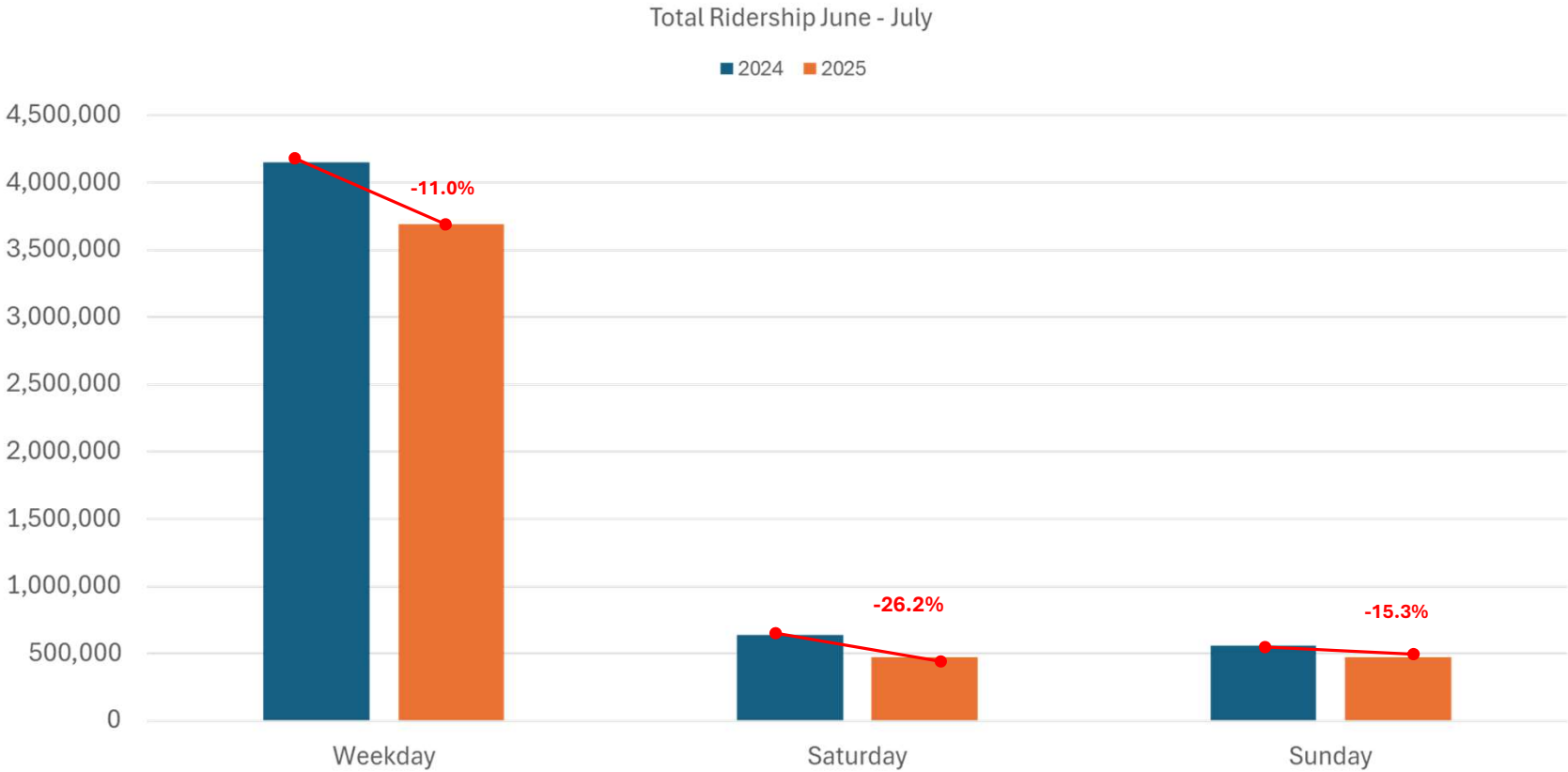
August 2025



OC Bus Ridership by Day of Week



Total Ridership	2024	2025	% Δ
Weekday	4,148,701	3,692,213	-11.0%
Saturday	640,890	473,223	-26.2%
Sunday	559,128	473,759	-15.3%



OC Bus Ridership by Route



Average Weekday Ridership - > 2,500 Boardings in 2024

Routes	Jun-Aug 2025	Jun-Aug 2024	% Δ
66-Huntington Beach – Irvine*	4,213	5,788	-27.2%
55-Santa Ana - Newport Beach	2,767	3,551	-22.1%
64-Huntington Beach - Tustin	4,989	6,145	-18.8%
43-Fullerton - Costa Mesa	5,045	6,174	-18.3%
53-Orange - Irvine	3,040	3,712	-18.1%
54-Garden Grove - Orange	2,434	2,968	-18.0%
57-Brea - Newport Beach	6,444	7,774	-17.1%
70-Sunset Beach - Tustin	2,148	2,572	-16.5%
29-La Habra - Huntington Beach	4,296	5,022	-14.5%
47-Fullerton - Newport Beach	5,147	5,993	-14.1%
50-Long Beach - Orange	3,307	3,775	-12.4%
60-Long Beach - Tustin	4,752	5,395	-11.9%
37-La Habra - Fountain Valley	2,625	2,976	-11.8%
38-Lakewood - Anaheim Hills*	3,044	3,428	-11.2%
42-Orange - Seal Beach*	3,784	3,913	-3.3%

* - Routes had routing changes which may have affected ridership

Data reported as of July 28th, 2025

OC Bus Ridership by Route



Average Weekday Ridership - > 1,000 Boardings in 2024

Routes	Jun-Aug 2025	Jun-Aug 2024	% Δ
529-GWTC to FPNR - Rapid	840	1,053	-20.2%
543-Fullerton - Costa Mesa - Rapid	2,001	2,468	-18.9%
83-Anaheim - Laguna Hills	1,418	1,690	-16.1%
1-Long Beach - San Clemente	1,137	1,317	-13.6%
553-Orange - Santa Ana*	1,509	1,744	-13.5%
90-Tustin - Dana Point	886	1,002	-11.6%
72-Sunset Beach - Tustin	1,609	1,801	-10.6%
59-Anaheim - Irvine	1,540	1,700	-9.4%
560-Santa Ana to Long Beach - Rapid	1,282	1,407	-8.9%
33-Fullerton - Huntington Beach	1,132	1,237	-8.5%
25-Fullerton - Huntington Beach	1,132	1,228	-7.8%
91-Mission Viejo - Laguna Hills	1,178	1,270	-7.2%
79-Tustin - Newport Beach	1,050	1,120	-6.3%
71-Yorba Linda - Newport Beach	1,571	1,654	-5.0%
26-Buena Park - Yorba Linda	1,414	1,484	-4.7%
56-Garden Grove - Orange	1,499	1,512	-0.8%
35-Fullerton - Huntington Beach	2,303	2,072	11.2%
46-Long Beach – Orange*	1,927	1,662	16.0%
30-Cerritos - Anaheim	1,914	1,540	24.3%

* - Routes had routing changes which may have affected ridership
 GWTC – Golden West Transportation Center
 FPNR – Fullerton Park-And-Ride

Data reported as of July 28th, 2025

OC Bus Ridership by Route



Average Weekday Ridership - < 1,000 Boardings in 2024

Routes	Jun-Aug 2025	Jun-Aug 2024	% Δ
453-Orange Metrolink Station - Orange	72	96	-25.3%
143-La Habra - Brea	637	789	-19.3%
76-Huntington Beach - Newport Beach	312	358	-12.9%
480-Irvine Metrolink Station - Irvine Spectrum	50	56	-11.5%
86-Costa Mesa - Mission Viejo	490	547	-10.4%
167-Anaheim – Irvine*	574	629	-8.8%
129-La Habra - Anaheim	613	671	-8.7%
150/151-Santa Ana to Costa Mesa*	685	736	-6.9%
472-Tustin Metrolink Station to Irvine	98	101	-3.0%
89-Lake Forest - Laguna Beach*	956	972	-1.7%
123-Anaheim to Huntington Beach*	773	767	0.7%
178-Huntington Beach - Irvine	435	418	3.9%
85-Mission Viejo - Dana Point	272	260	4.5%
862-Downtown Santa Ana Shuttle	249	220	13.4%
473-Tustin Metrolink Station to UCI	141	116	21.5%
177-Foothill Ranch - Laguna Hills*	393	306	28.6%

* - Routes had routing changes which may have affected ridership
 UCI – University of California Irvine

Data reported as of July 28th, 2025