

OC Streetcar
Funding and Schedule Update and
Amendments to Supporting Agreements

Project Location and Key Features



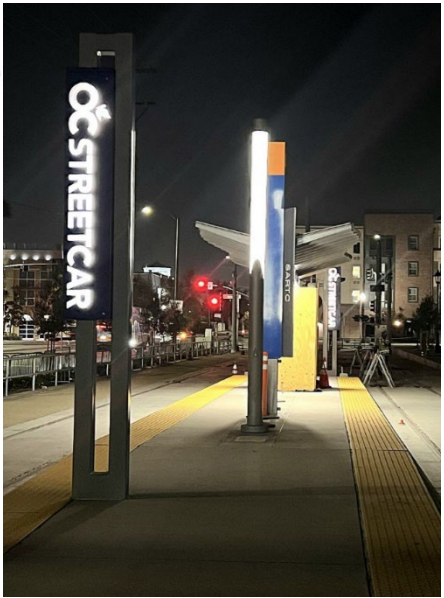
LEGEND

- Streetcar Route
- Operations and Maintenance Facility
- LOSSAN Rail Corridor
- Santa Ana Regional Transportation Center

Proposed Stop

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

NORTH



Current Project Status

Construction

- Over 90 percent complete overall
- Bridges, track installation, platform and other elements complete

Vehicles

- All eight vehicles complete

Operations and Safety

- Preparing for systems integration testing and pre-revenue operations
- Coordination with California Public Utilities Commission

Public Outreach

- Focusing on construction notifications and safety messaging

Risks Realized

Design Risks

- Customer information center cabinets and internal component modifications
- Changes at the maintenance and storage facility (MSF)

Construction Risks

- Additional removal of contaminated materials

Vehicles and Project Support Risks

- Increased staff and consultant level of effort anticipated for longer schedule
- Storage and other costs

Right-of-Way (ROW) and Utilities

- Additional ROW acquisition
- Southern California Edison permanent power and services

Top Remaining Risks

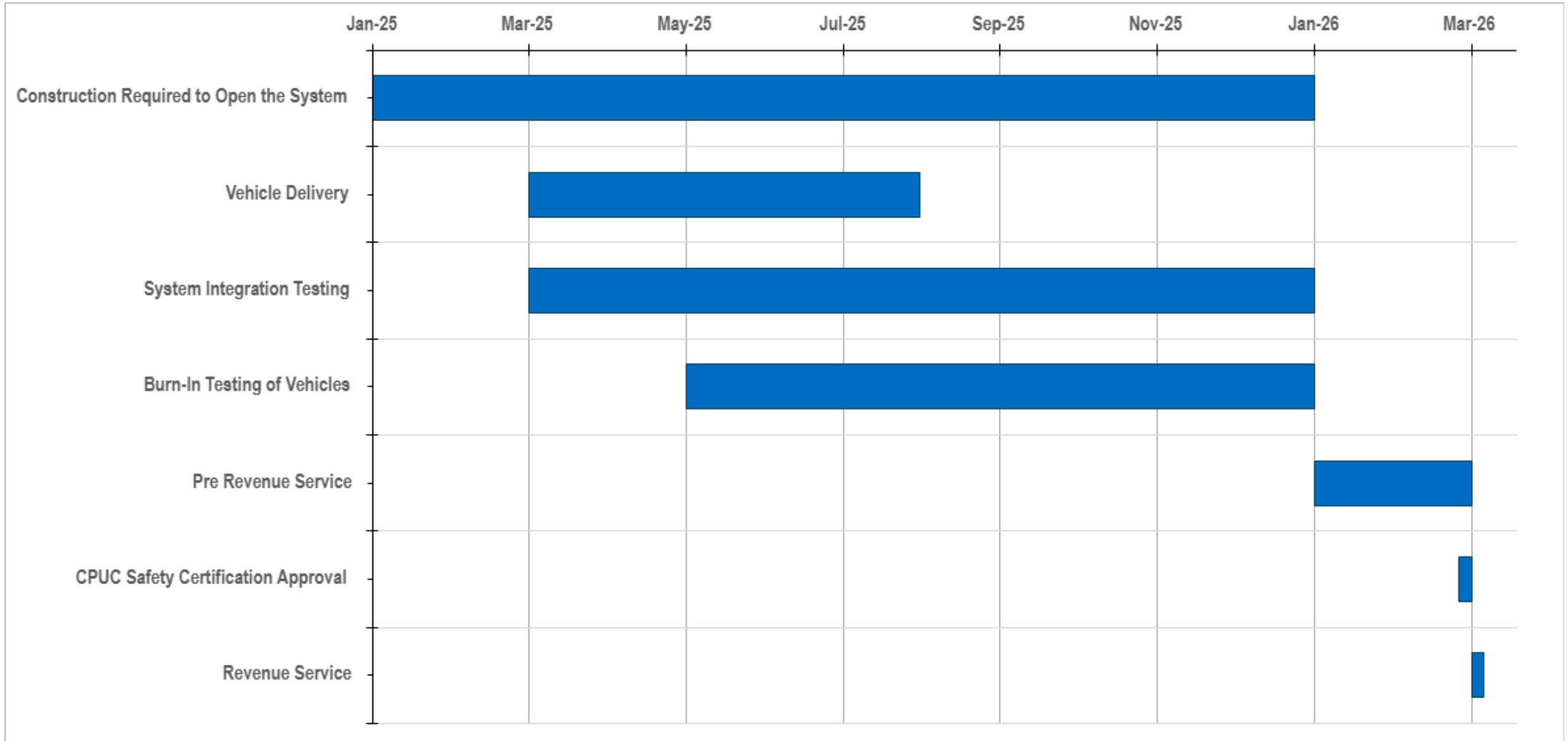
- Overhead contact system installation
- Completion of MSF and building commissioning
- Post-construction testing requirements
 - Systems integration testing
 - Pre-revenue operations

Systems Integration Testing and Pre-Revenue Operations

- Systems integration testing objectives:
 - Verify vehicle to infrastructure interface
 - Examples include vehicles are correctly communicating with rail equipment and platforms
- Pre-revenue operations objectives:
 - Schedule adherence
 - Corrective/unscheduled maintenance
 - Emergency response drills
 - Operational options



Proposed Project Schedule

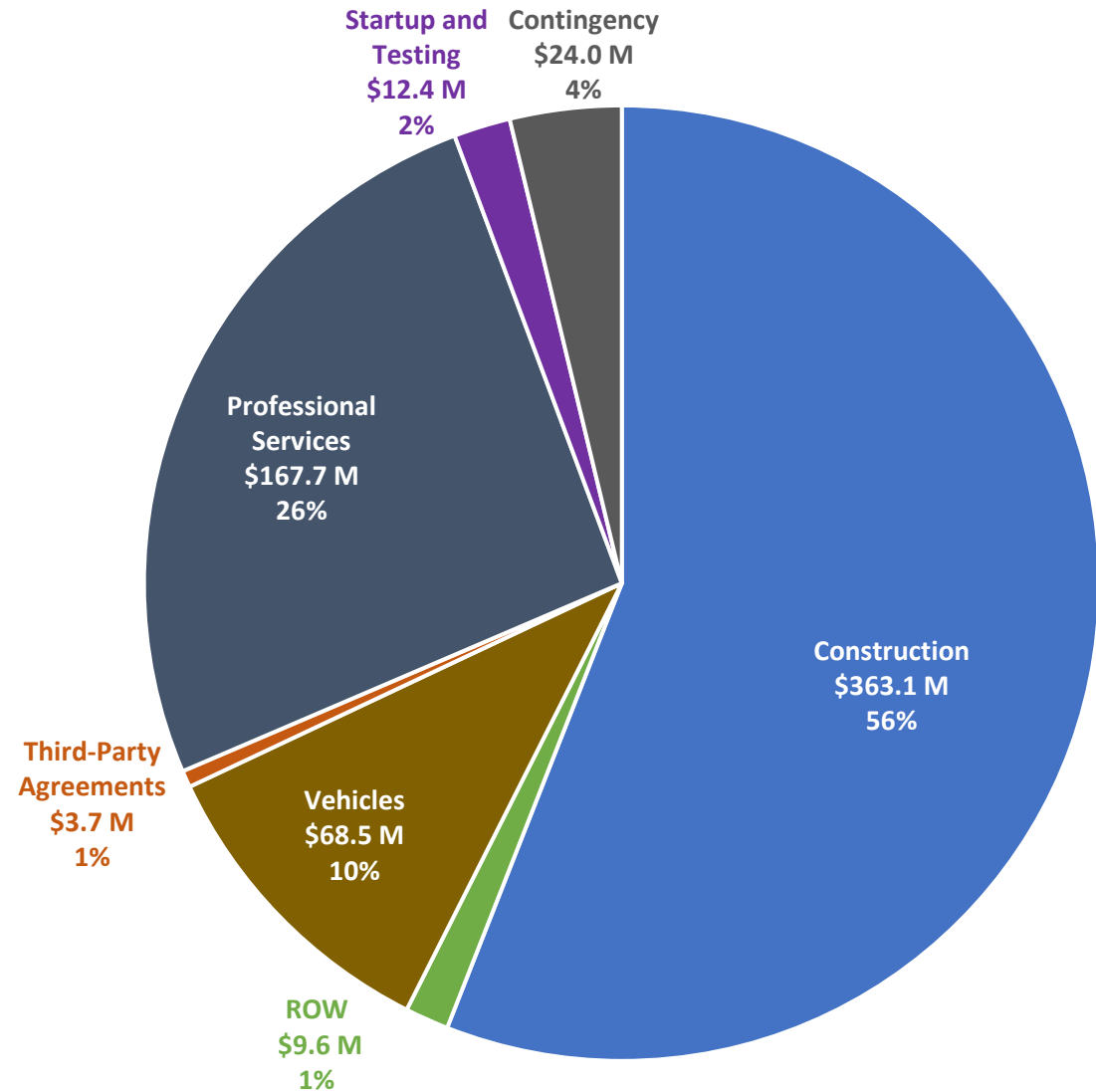


Proposed Project Budget

Based on current assessment of progress and risks remaining, following is our estimate at completion:

- Estimated cost to complete is \$649 million
- Includes \$24 million in contingency

Proposed Project Budget - \$649 million



Project Budget Comparison

Category	Current Budget	Estimate at Completion	Variance	Comments
Construction	\$303,751,464	\$363,084,006		- Includes mediation agreement amount and known changes
ROW	\$7,173,549	\$9,589,417		- Settlement amounts
Vehicles	\$58,133,735	\$68,509,606		- Vehicle vendor additional costs
Third-Party Agreements	\$3,983,731	\$3,677,088		- Actualized costs
Professional Services	\$146,408,030	\$167,693,809		- Additional services due to project time extension
Start Up and Testing	\$8,876,601	\$12,446,074		- Operations and maintenance vendor additional costs
Subtotal	\$528,327,110	\$625,000,000		
Contingency	\$50,829,949	\$24,000,000		
Total	\$579,157,059	\$649,000,000	12%	

Proposed Funding Sources

Funding Program	Funding Approved April 2023	Recommended for Funding Need	Total Revised Funding	% of Project Budget
Federal Transit Administration (FTA) New Starts	\$148,955,409		\$148,955,409	
FTA Section 5307	\$13,599,177		\$13,599,177	
Federal Congestion Mitigation and Air Quality Improvement Program	\$108,132,284	\$22,000,000	\$130,132,284	
Federal American Rescue Plan Act	\$9,407,202		\$9,407,202	
State Transit and Intercity Rail Capital Program	\$175,427,000		\$175,427,000	
Subtotal Federal and State	\$455,521,072		\$477,521,072	74%
Measure M2 – Project S*	\$123,635,987	\$47,842,941	\$171,478,928	26%
Total	\$579,157,059	\$69,842,941	\$649,000,000	

* In April 2023 recommendation, M2 funds were listed at \$123.637 million due to rounding.

Supporting Contract Amendments

HDR Engineering, Inc. - Project Management Consultant

- Add \$4,783,233 for a maximum cumulative obligation of the agreement to a total contract value of \$49,300,000
- Extend the agreement term through December 31, 2026
- Scope: ongoing utility coordination, station platform/MSF design modification coordination, schedule reporting, project administration and project closeout

PGH Wong Engineering- Construction Management Support

- Add \$6,918,266, for a maximum cumulative obligation of the agreement to a total contract value of \$49,700,836
- Extend the agreement term through June 30, 2026
- Scope: ongoing coordination of requests for information, change orders, cost proposals, processing of payments to contractor and project closeout

Next Steps

Milestone Description	Schedule
Vehicle delivery and assembly begins and testing is initiated in the Pacific Electric ROW	Spring 2025
Initiation of testing in city streets	Summer 2025
Contractor completes all work	Late 2025/Early 2026
Revenue service date (streetcars operational)	Spring 2026