



# **DOWNTOWN STREETCAR – UPDATE LA STREETCAR, INC.**

**Presentation to  
Construction Network  
November 5, 2019**

# Los Angeles STREETCAR!



- Downtown's current population: ~80,000 according to DCBID stats
- Over 50,000 tourists daily
- In the most recent update to the DTLA 2040 plan, Downtown is projected to add:
  - 176,000 more people to total 250,000
  - 100,000 more housing units, to total 140,000
  - 86,000 more jobs, to total 305,000
- ...and with new hotel and convention center growth, there will be far more tourists and event goers in DTLA!
- **How will we get around?**

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PROJECT  
PARTNERS

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LOS ANGELES STREETCAR, INC.



ENGINEERING



CITY OF LOS ANGELES



Metro®

# LA STREETCAR, INC. BOARD MEMBERS

- Christopher Alves, WeAreGiants
- Blair Besten, President, Historic Downtown BID
- Shahram Delijani, Broadway Theatre Group / Fox Investments
- David Gray, David Lawrence Gray Architects
- Rob Kane, LPC
- Paul Keller, Mack Real Estate Development
- Jessica Lall, Central City Association (CCA)
- Rena Leddy, LA Fashion District BID
- Steve Needleman, ANJAC Fashion Buildings / Orpheum Theatre
- James Okazaki, District Representative
- Kevin Rieger, AEG
- Ellen Riotto, South Park BID
- Rocky Rockefeller, Rockefeller Partners Architects
- Patrick Spillane, IDS Real Estate
- Peter Stanislaus, 213 Ventures
- Daniel Taban, Jade Enterprises

# KEY SUPPORTERS OF LA STREETCAR

Congressman Jimmy Gomez

Congresswoman Lucille Roybal-Allard

Mayor Eric Garcetti

Councilman Jose Huizar

Councilwoman Jan Perry, ret.

Streetcar CFD voters

Metro Measure M voters



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# STREETCAR BENEFITS

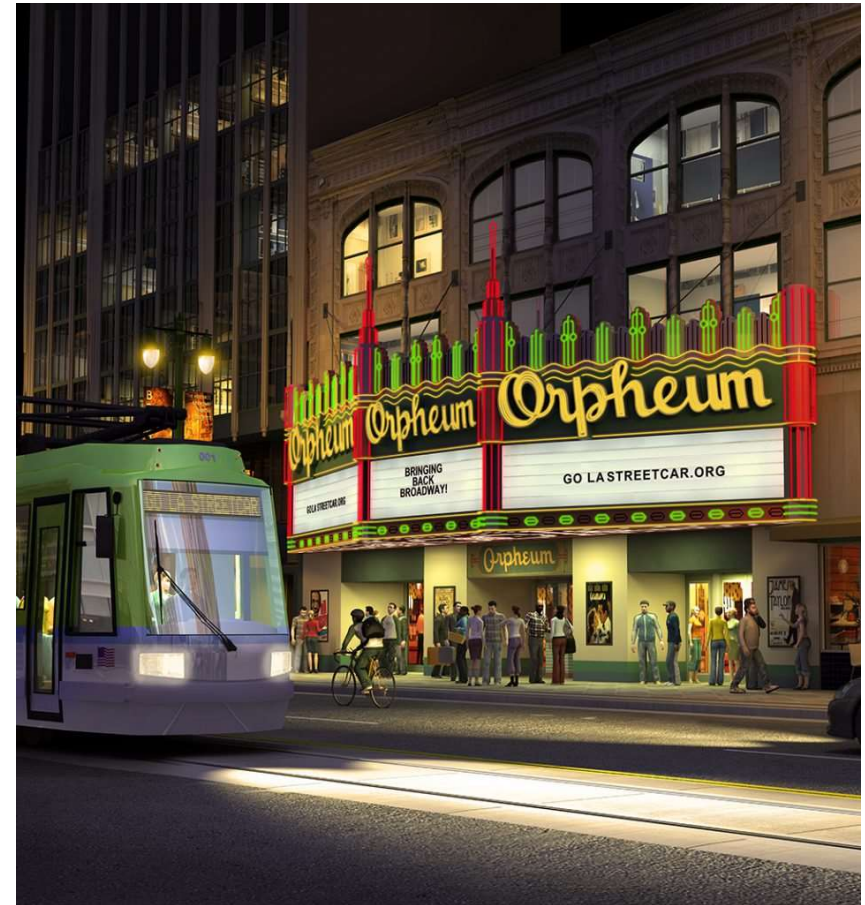
- Visible new investment in clean mobility
- Smaller than light-rail; street-running vehicles
- Quiet, sustainable EV power, accessible, and high-capacity
- First/last-mile connections to regional transit & activity centers
- Catalyzes and complements complete streets investments (Broadway, MyFigueroa, Pershing Square, etc.)
- Promotes highest and best use of adjacent land
- Easy access for strollers, wheelchairs



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# WHY NOW, WHY DTLA?

- Center of regional transit network
  - 4 Metro Rail lines, another coming
  - Dozens of Metro and municipal bus lines
  - DASH, Commuter Express, etc.
- Large transit-dependent population
- Geographical area too large to access everything on foot
- Major streetscape & park improvements planned along most of route
- Most growth in Central LA will be in DTLA in the coming decade



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# PROJECT BACKGROUND

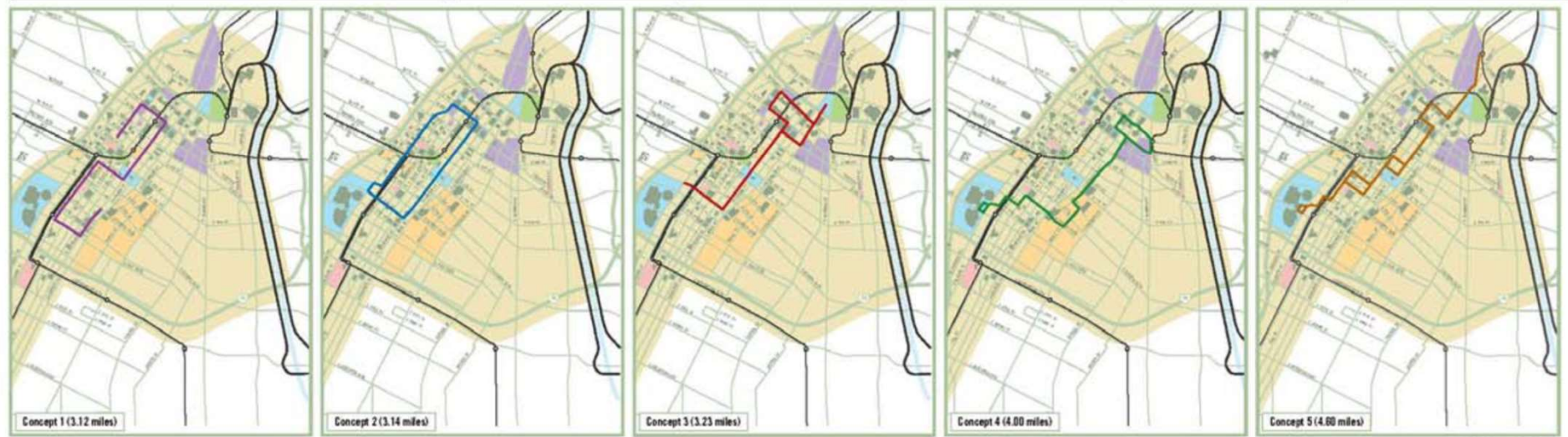
- **1995-2006:** Planning studies (CRA/City)
- **2009:** LA Streetcar, Inc. established
- **2012:** Alternatives Analysis Completed
  - \$85M Mello-Roos Community Facilities District vote (73% in favor)
- **2013:** City commits \$295M to operate streetcar for 30 years, AECOM hired as Project Manager
- **2014:** Entered Federal Transit Administration (FTA) Project Development
- **2015:** Independent Cost Estimate
- ...

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# 2006 STUDY

Item	Unit	Cost (\$2005)	Concept 1 (purple) 3.12 miles		Concept 2 (blue) 3.14 miles		Concept 3 (red) 3.23 miles		Concept 4 (green) 4.00 miles		Concept 5 (orange) 4.60 miles	
			Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost	Quantity	Cost
Velocity (5 mph)	Track Mile	\$1,200,000	7	\$8,400,000	7	\$8,400,000	7	\$8,400,000	7	\$8,400,000	7	\$8,400,000
Track (per 1 trk mi. in 2 trk limits)	Track Mile	\$1,200,000	6.24	\$7,488,000	6.28	\$7,536,000	3.50	\$4,200,000	4.80	\$5,760,000	5.60	\$6,720,000
Track (per 1 trk mi. in 1 trk limits)	Track Mile	\$1,600,000	0.00	\$0	0.00	\$0	1.48	\$2,368,000	1.60	\$2,560,000	1.80	\$2,880,000
Civil and Street Improvements	Per Mile	\$500,000	3.12	\$1,560,000	3.14	\$1,570,000	3.23	\$1,615,000	4.00	\$2,000,000	4.60	\$2,300,000
101 Freeway Overpass Modifications*	Lump Sum	\$2,000,000	n/a	\$0	n/a	\$0	1	\$2,000,000	n/a	\$0	1	\$2,000,000
Stations/Pedestrian amenities	Each	\$250,000	12	\$3,000,000	12	\$3,000,000	12	\$3,000,000	12	\$3,000,000	12	\$3,000,000
OCS / Traction Power	Per Mile	\$2,000,000	3.12	\$6,240,000	3.14	\$6,280,000	3.23	\$6,460,000	4.00	\$8,000,000	4.60	\$9,200,000
Traction Power Substations	Each	\$1,000,000	3	\$3,000,000	3	\$3,000,000	3	\$3,000,000	3	\$3,000,000	3	\$3,000,000
Comm / Rail Signal	Per Mile	\$250,000	3.12	\$780,000	3.14	\$785,000	3.23	\$807,500	4.00	\$1,000,000	4.60	\$1,150,000
Traffic Signal Modifications	Per Mile	\$100,000	3.12	\$312,000	3.14	\$314,000	3.23	\$323,000	4.00	\$400,000	4.60	\$460,000
Maintenance Facility	Lump Sum	\$2,500,000	1	\$2,500,000	1	\$2,500,000	1	\$2,500,000	1	\$2,500,000	1	\$2,500,000
Right of Way	Lump Sum	\$5,000,000	1	\$5,000,000	1	\$5,000,000	1	\$5,000,000	1	\$5,000,000	1	\$5,000,000
Construction				\$38,280,000		\$38,385,000		\$39,673,500		\$41,620,000		\$46,610,000
Engineering	%	10%		\$3,828,000		\$3,838,500		\$3,967,350		\$4,162,000		\$4,661,000
Construction Management	%	15%		\$5,742,000		\$5,757,750		\$5,951,025		\$6,243,000		\$6,991,500
Subtotal				\$47,850,000		\$47,981,250		\$49,591,875		\$52,025,000		\$58,262,500
Contingency	%	25%		\$11,962,500		\$11,995,313		\$12,397,969		\$13,006,250		\$14,565,625
<b>Grand Totals</b>				<b>\$59,812,500</b>		<b>\$59,976,563</b>		<b>\$61,989,844</b>		<b>\$65,031,250</b>		<b>\$72,828,125</b>



\* Assuming only minor overpass modification; a new or significantly modified freeway overpass would be significantly more costly.

Table 6.1-1

# 2012 ALTERNATIVES ANALYSIS

Figure 19: Initial Screening Alternatives

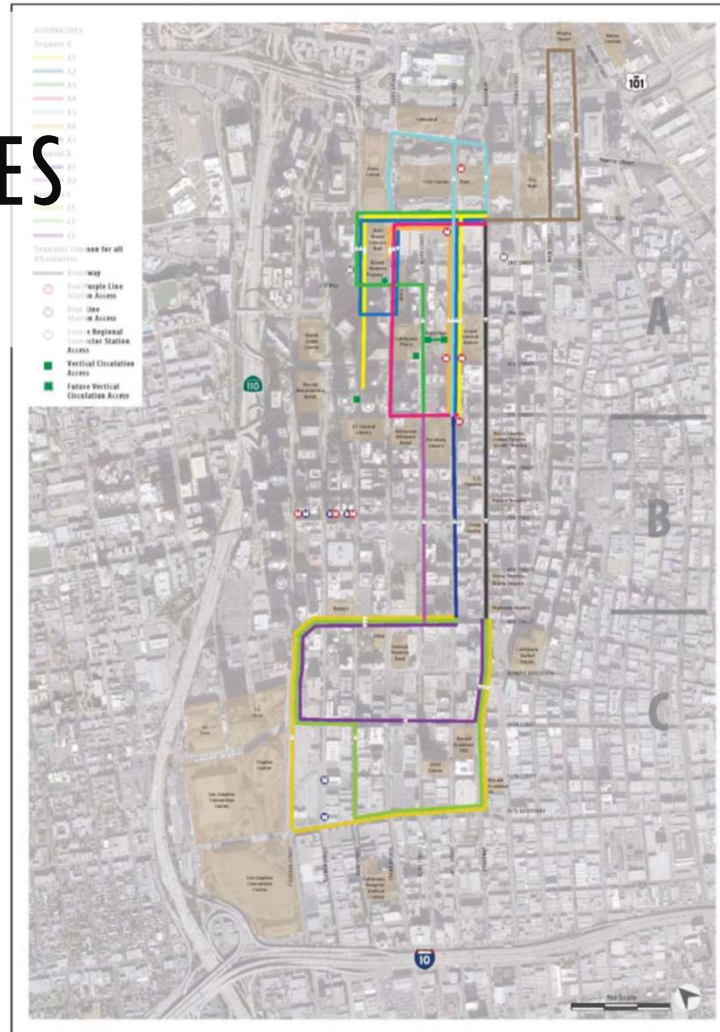
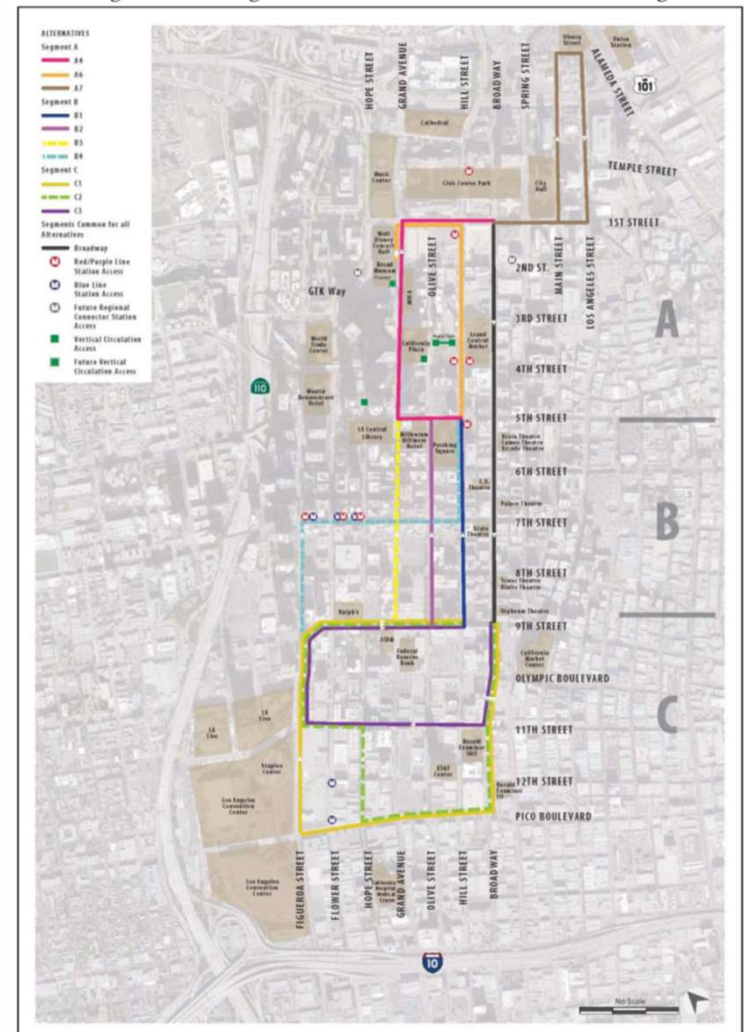


Figure 36: Changes to Alternatives Prior to Final Screening



# 2012 STREETCAR CFD

## APPROVED CFD RATES

- CFD Rates are Locked
  - Rates do not increase – regardless of project budget

CFD Assessment Rates				
Bond Interest Rate		5%	6%	7% ("Maximum Rate")
Zone	1	\$ 0.45430	\$ 0.52170	\$ 0.59670
	2	\$ 0.31801	\$ 0.36519	\$ 0.41769
	3	\$ 0.15901	\$ 0.18260	\$ 0.20885

### Average CFD Cost Per Standard DTLA Lot 7,500 sf (50x150)

		5%	6%	7% Max
Zone	1	\$ 3,407.25	\$ 3,912.75	\$ 4,475.25
	2	\$ 2,385.08	\$ 2,738.93	\$ 3,132.68
	3	\$ 1,192.58	\$ 1,369.50	\$ 1,566.38



# PROJECT BACKGROUND

- ...
- **2015:** Independent Cost Estimate
- **2016:** CEQA Environmental Impact Report certified  
Completed P3 financial analysis  
Completed 30% design/engineering  
Secured \$200M in MTA Measure M funding (2053 - 2057)
- **2017:** Updated Independent Cost Estimate
- **2018:** LADOT requests acceleration of Measure M funds, submits Small Starts application to FTA
- **2019:** NEPA Finding of No Significant Impact (FONSI)  
Value Engineering and alternative delivery evaluation, preparing for 2020

# PROJECT SUMMARY

- 3.8-mile loop
  - Broadway – 11<sup>th</sup> Street – Figueroa St – 7<sup>th</sup> Street – Hill Street
- Frequency of service
  - 7-minute peak hour headways
  - 10-minute and 15-minute rest of day
- 4,181 to 7,760 daily riders
- 2.8 million riders annually
- Connects major activity centers:
  - Staples/LA Live/Convention Center, Grand Park/Civic Center, Historic Broadway, Fashion District, etc.



# FINANCIAL SUPPORT

An accelerated funding pathway presents the unique opportunity to leverage additional time-sensitive funding sources, including:

- **\$295 million** in operating and maintenance costs committed by the City Council
- **\$12 million** in local capital funding
- **\$85 million** from voter-approved and property-owner supported Community Facilities District (CFD)
- **\$200 million** (in 2015 \$) in Measure M funding programmed for 2053-2057
- **\$100 million** potentially available from FTA Small Starts grant funding

# FINANCIAL SUPPORT

Capital Cost: \$340M

\$12M Local Funding (CRA/LA, TFAR...)

\$85M CFD

\$200M Measure M (2015 \$ programmed for 2053-2057)

\$100M Small Starts

TIRCP or other?

30 Years Operations & Maintenance – Measure R: \$295M

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# LA STREETCAR TYPICAL SECTIONS

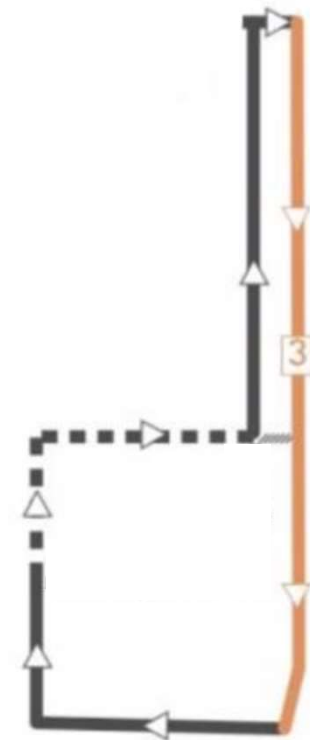
BROADWAY — FIRST TO 11<sup>TH</sup> STREET

## SEGMENT 3: BROADWAY

Guidance from the Broadway Streetscape Master Plan

### Proposed Street Reconfiguration

- 48' roadway with 3 travel lanes (two northbound and one southbound) and 2 parking/loading lanes
- Streetcar sharing the southbound vehicular travel lane
- Sidewalk on the west side is extended from the existing 12' width to 20', allowing for additional street furniture and plantings.
- Transit platforms would be located at curb extensions, with planting and additional pedestrian amenities



Key Map

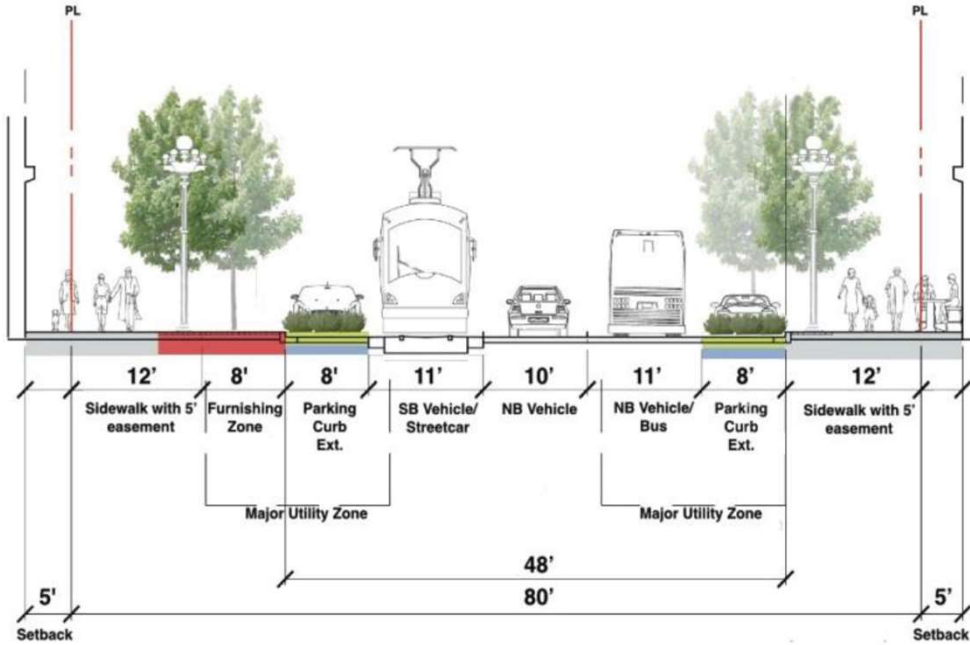
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# LA STREETCAR TYPICAL SECTIONS

BROADWAY — FIRST TO 11<sup>TH</sup> STREET

TYPICAL SECTION LOOKING NORTH



TYPICAL SHARED TRANSIT STOP LOOKING NORTH

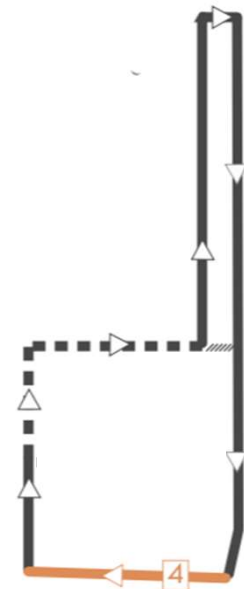
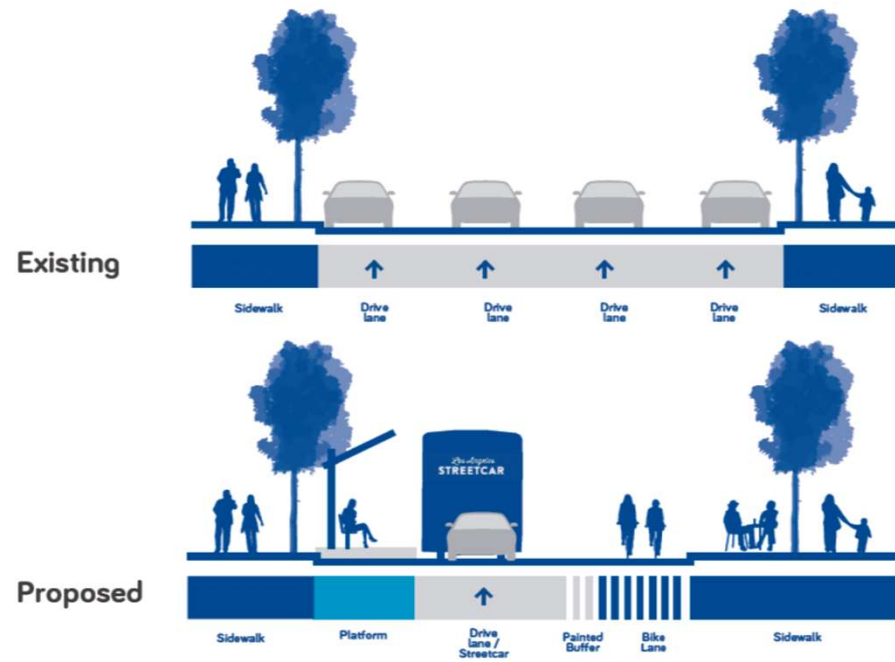


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# LA STREETCAR TYPICAL SECTIONS

## 11<sup>th</sup> STREET to HILL

Streetcar Sidewalk & ROW Sections  
11th Street (Looking west)



Key Map

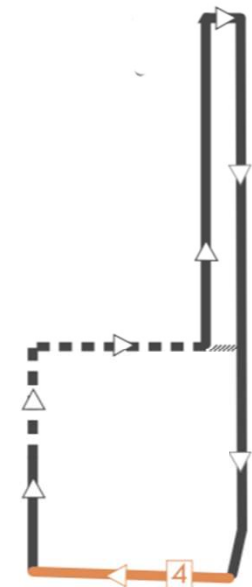
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# LA STREETCAR TYPICAL SECTIONS

## 11<sup>th</sup> STREET to HILL

### 2016 Street Reconfiguration

- Roadway from Broadway to Flower reconfigured from two travel lanes to one with a protected bicycle lane along the north side
- Future transit platform locations are proposed as curb extensions on the south side
- Curb extensions at intersections, when possible
- Sidewalks widened on the north, when possible
- Roadway from Flower to Figueroa reconfigured from 5 lanes (4 westbound and 1 eastbound) to four (3 westbound and 1 eastbound), with a protected bicycle lane along the north side

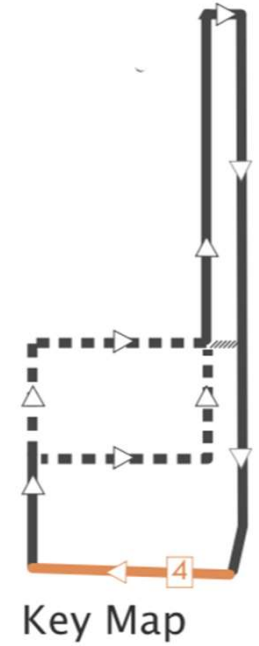
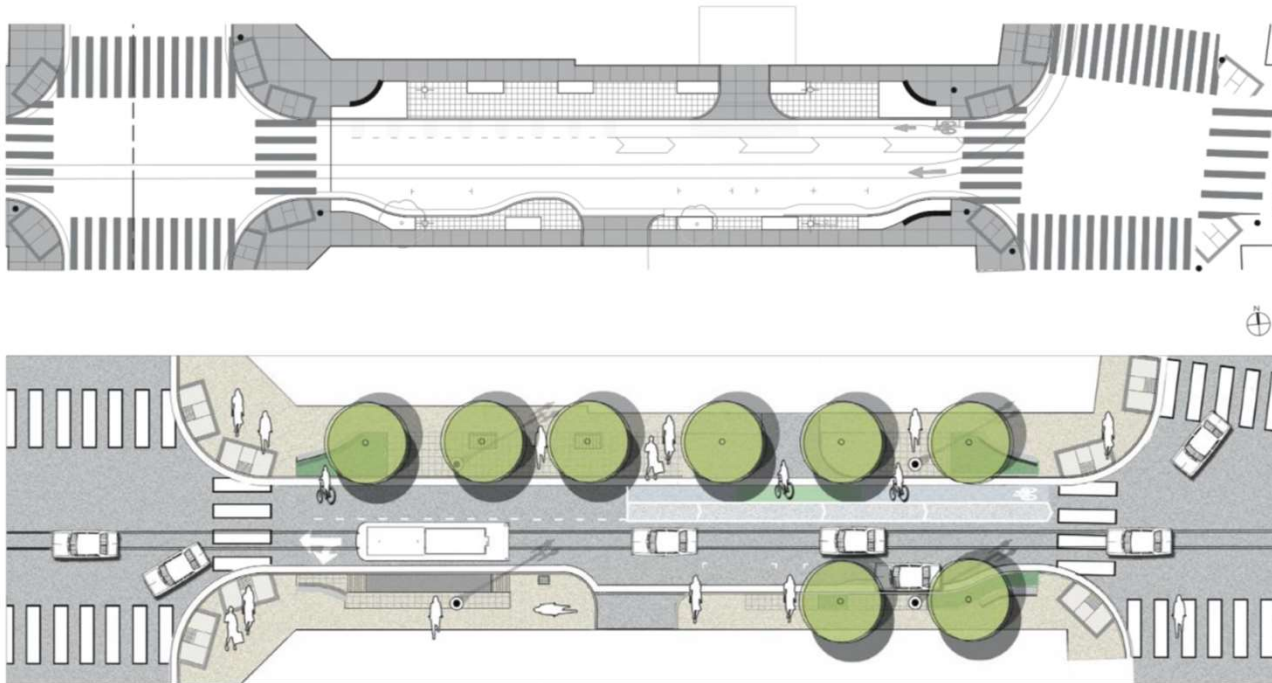


Key Map

# LA STREETCAR TYPICAL SECTIONS

## 11<sup>th</sup> STREET to HILL

PLAN VIEWS ON 11<sup>TH</sup> FROM BROADWAY TO HILL

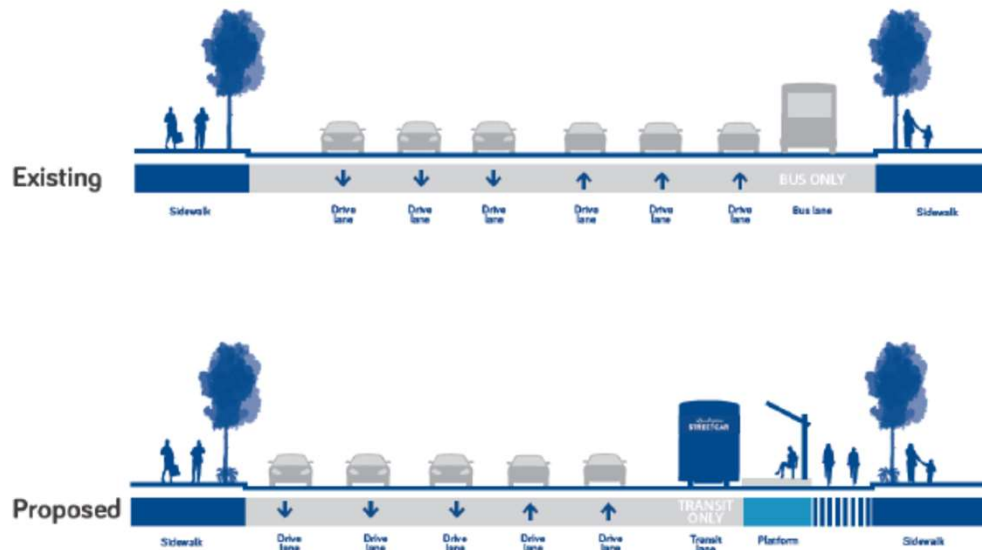


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# LA STREETCAR TYPICAL SECTIONS

FIGUEROA STREET FROM 11<sup>TH</sup> STREET TO 7<sup>TH</sup> STREET

Streetcar Sidewalk & ROW Sections  
Figueroa Street (Looking north)



AT 11TH STREET LOOKING NORTH

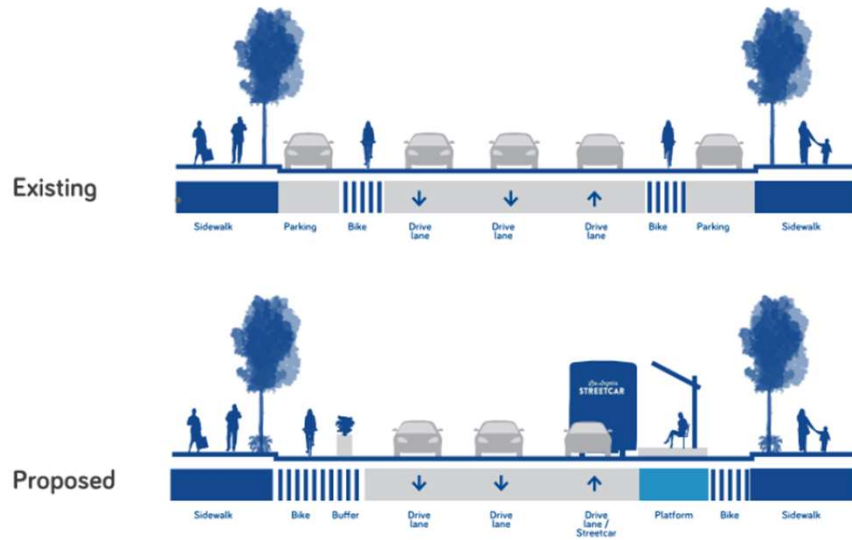


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# LA STREETCAR TYPICAL SECTIONS

7<sup>TH</sup> STREET FROM FIGUEROA STREET TO HILL STREET

Streetcar Sidewalk & ROW Sections  
7th Street (looking east)



CONCEPTUAL RENDERING LOOKING EAST FROM HOPE STREET

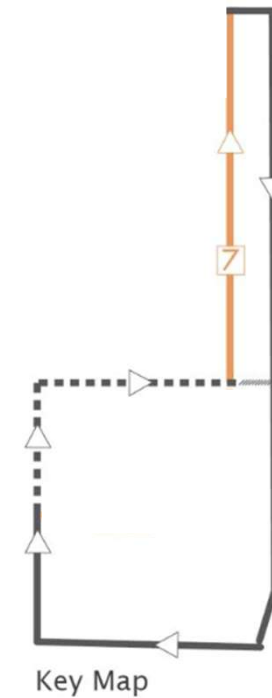
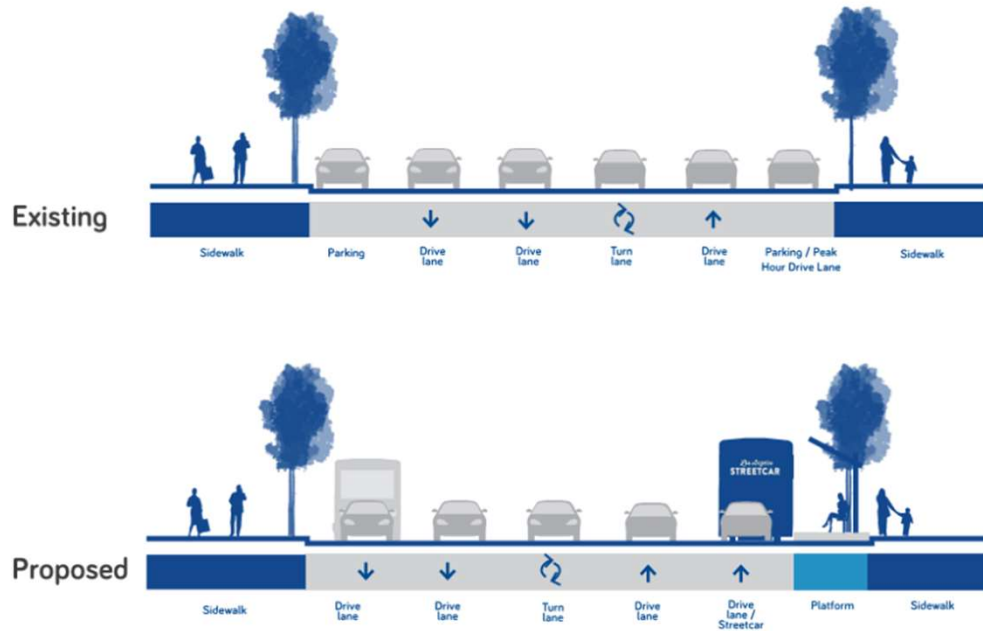


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# LA STREETCAR TYPICAL SECTIONS

## HILL STREET FROM 7<sup>TH</sup> STREET TO 1<sup>ST</sup> STREET

Streetcar Sidewalk & ROW Sections  
Hill Street (Looking north)



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# OPPORTUNITIES

Partial off-wire

100% off-wire



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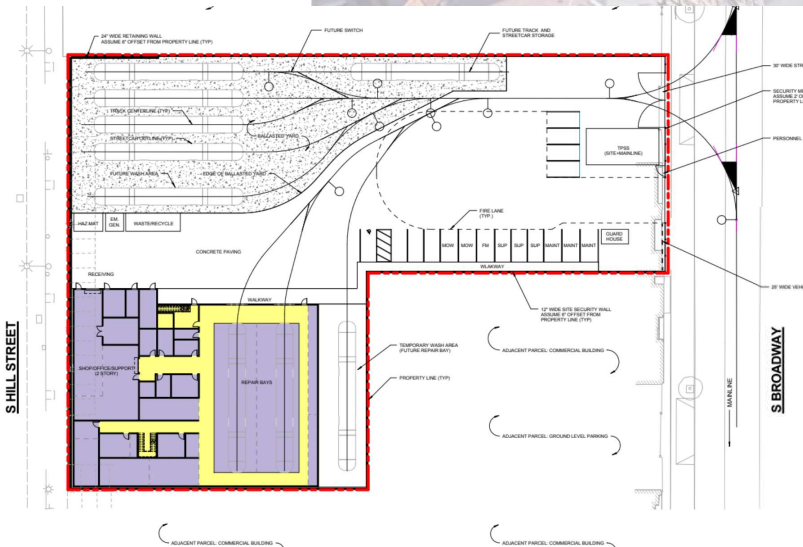


# OPPORTUNITIES

## Maintenance & Storage Facility

57,716 SF Site

19,781 SF Facility

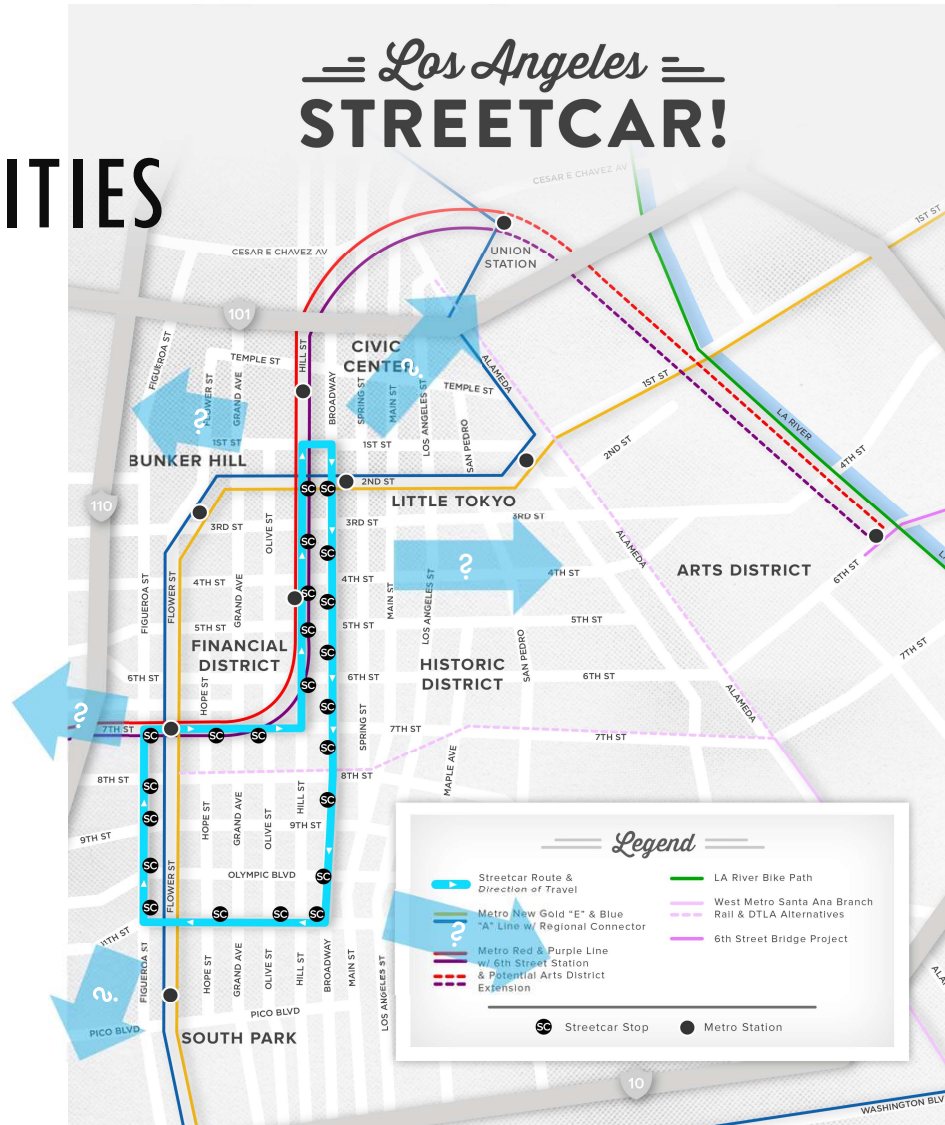


# OPPORTUNITIES

- i. DTLA 2040 Plan
- ii. LADOT DTLA Mobility Investment Plan Study
- iii. FASTLinkDTLA TMO Mobility Demand and Commuter Benefits Survey
- iv. Streetscape Projects (Broadway, 7th St., etc.)
- v. LACI Zero Emission Roadmap
- vi. Los Angeles' Green New Deal
- vii. "Grow the Grid"
- viii. Los Angeles 2028 Olympics

# OPPORTUNITIES

The future?



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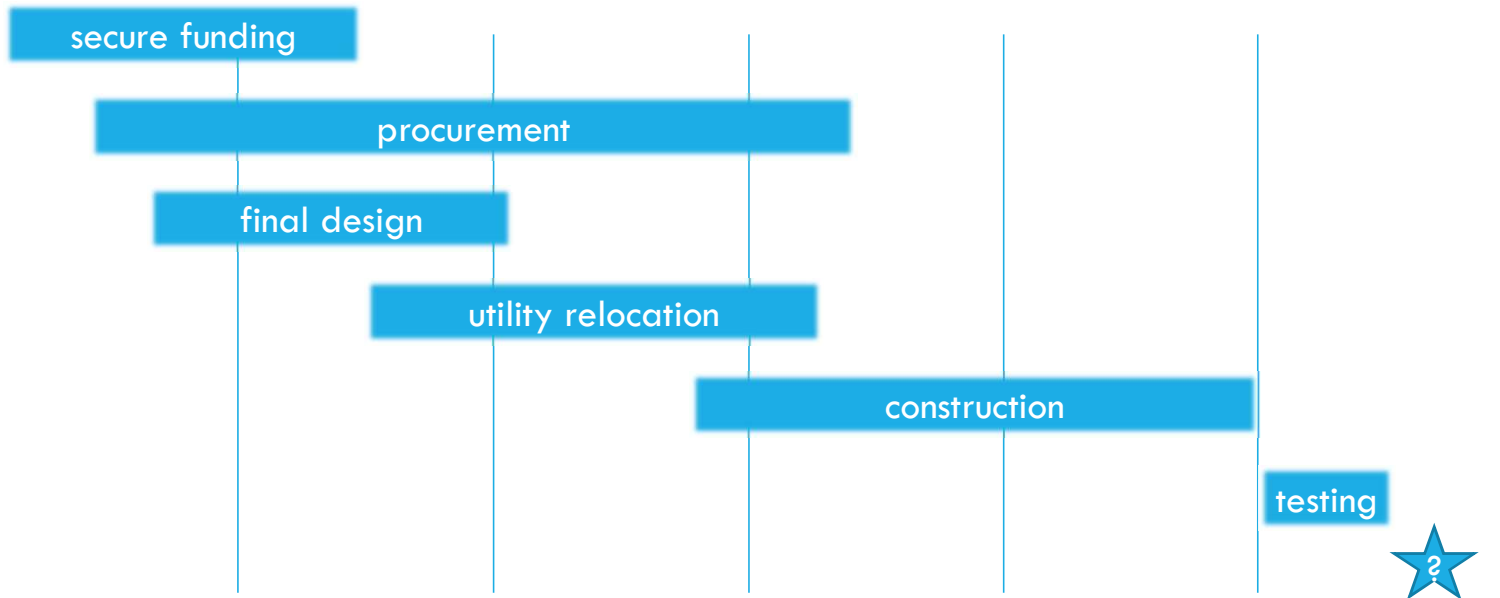
# NEXT STEPS

- New Technology/  
Delivery Market  
Analysis with Private  
Sector
- MTA Measure M  
Funding Acceleration
- Design/Procurement
- Build it!



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# PROJECT SCHEDULE





**THANK YOU!**

**For more information, contact us at:**

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