



DOWNTOWN STREETCAR LA STREETCAR, INC.

**Presentation to
Construction Network
March 17, 2021**

LA STREETCAR 2021: IDEAL TO REINVIGORATE DTLA

- LA Streetcar is the only major new transportation project in DTLA that will be completed before the 2028 Olympics that connects the first/last mile for all of Metro's regional investments
- Backed by 73% of DTLA voters in 2012 for Community Facilities District
- Backed by 71% of regional voters in 2016 in Measure M program
- 20% of the entire LA city's growth and 30% of residential growth is projected to occur in DTLA
- LA Streetcar will catalyze "DTLA 2040" plan transit-oriented densities and EIFD (tax increment) value to help fund other infrastructure projects
- LA Streetcar will propel the recovery of DTLA's tourism, visitor, and service economy



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LA STREETCAR 2021: IDEAL TO REINVIGORATE DTLA

Bottom Line:

LA Streetcar is a “shovel ready” investment in downtown poised to leverage local Metro, state, and federal funding for EV mobility innovation and drive the success of an EIFD and DTLA 2040 plan

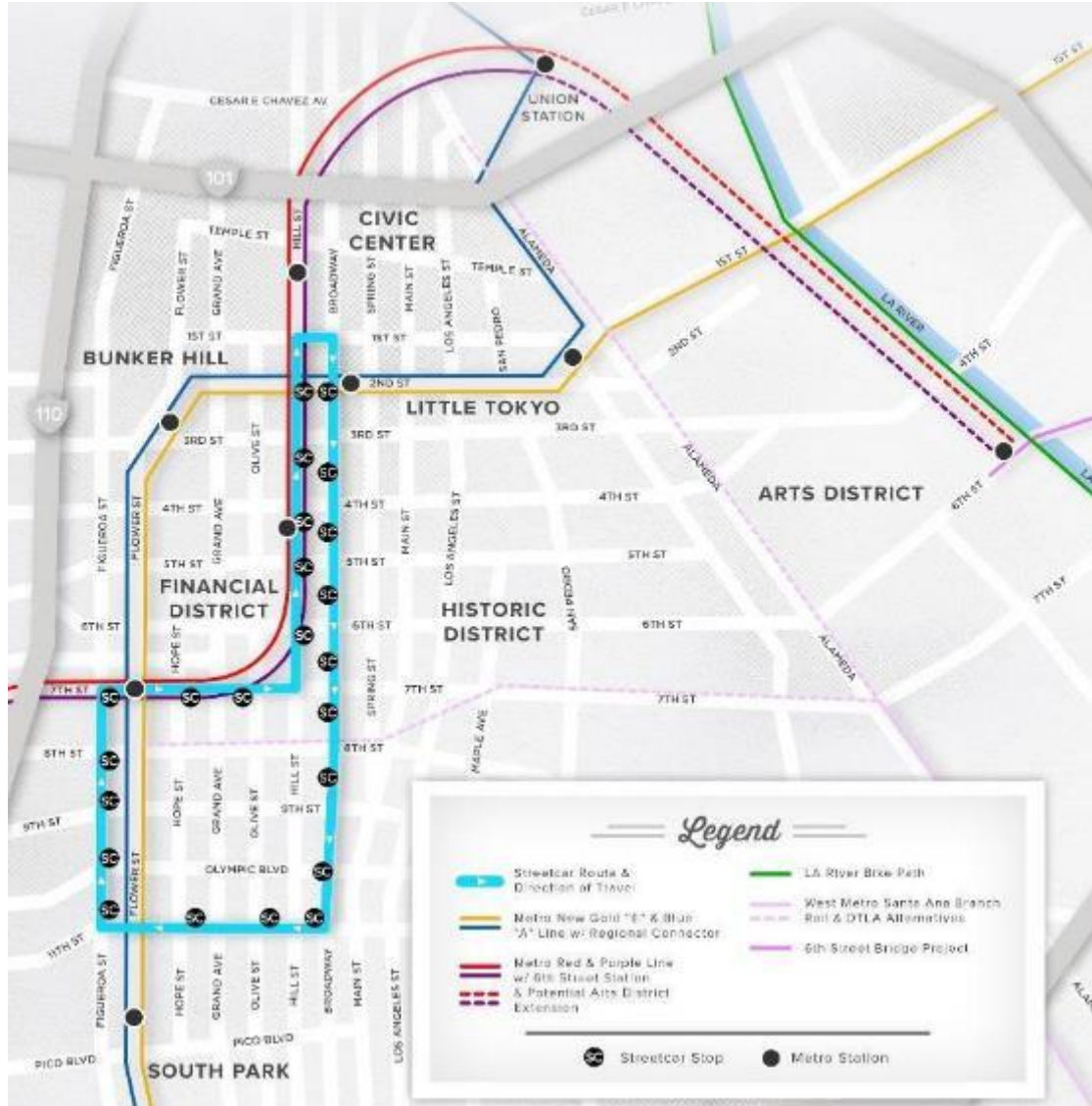


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GOALS OF LA STREETCAR 2021

- a) Optimize City & LA Metro project roles
- b) Federal financing – Small Starts cap lifted
- c) Grow the Grid – “Macro” DTLA electric distribution upgrades
- d) Car-Free Broadway and other streets
- e) “DTLA Connex” link to other transit options – rail, buses, bike lanes
- f) Additional Streetcar phases to partner with EIFD and development in Arts District, Historic Core, South Park and Fashion District

LA STREETCAR SUMMARY



Phase I LA Streetcar:

- Zero-emissions, complete EV system. Frequent service
- 3.8-mile one-way route complements other EV services
 - Broadway – 11th Street – Figueroa St – 7th Street – Hill Street
- 4,181 to 7,760 daily riders
- 1.3 - 1.6 million riders annually
- Same fares as LADOT DASH system

DTLA:

- 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

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LA STREETCAR SUMMARY

LADOT
DASH
System



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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
- ...

PROJECT BACKGROUND

- ...
- **2015:** Independent Cost Estimate
- **2016:** CEQA Environmental Impact Report certified (State Env. Clearance)
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) (Fed. Env. Clearance)
- **2020:** Funding commitments and alternative delivery evaluation

ZERO-EMISSION EV MULTIMODAL MOBILITY

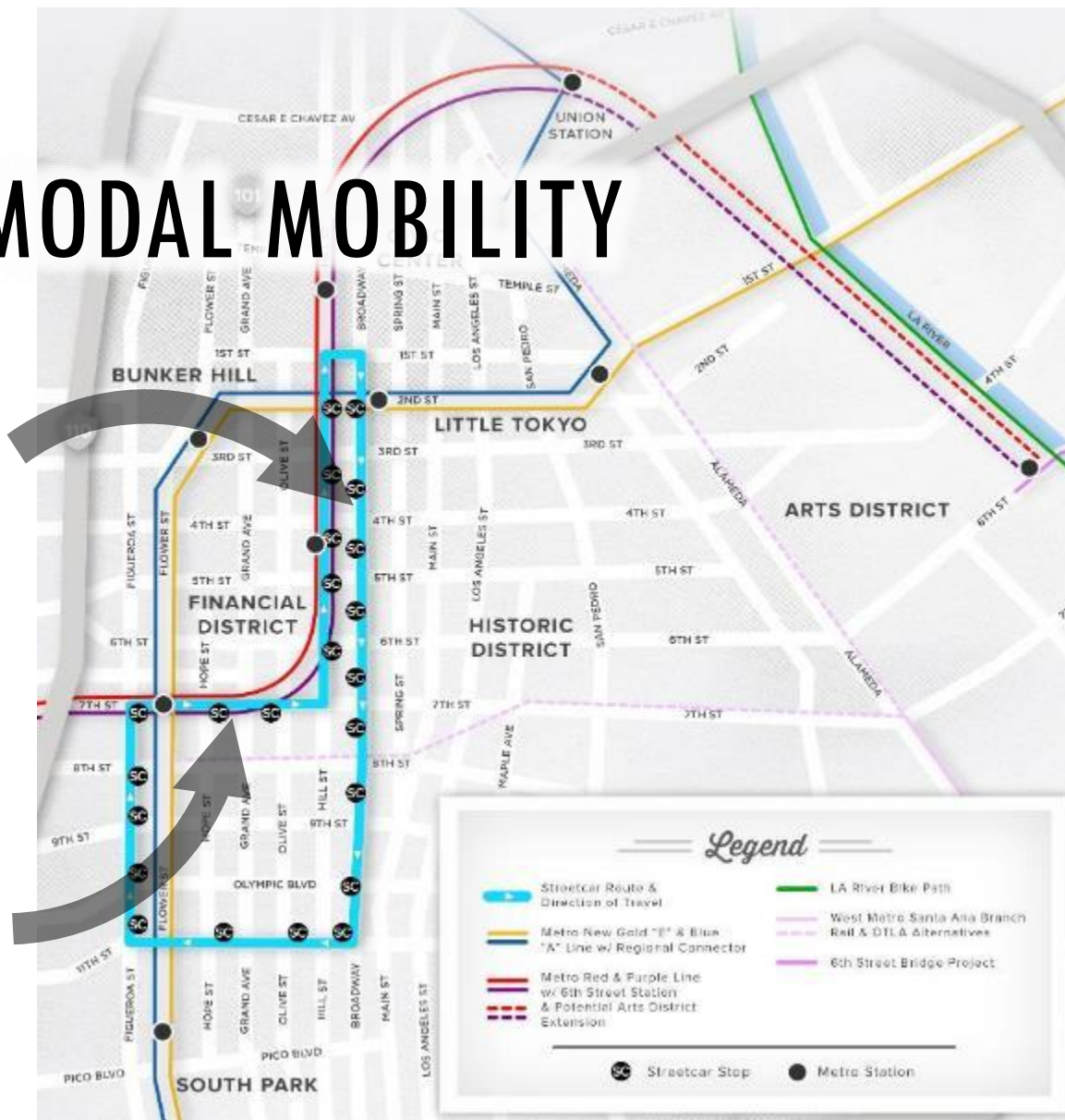
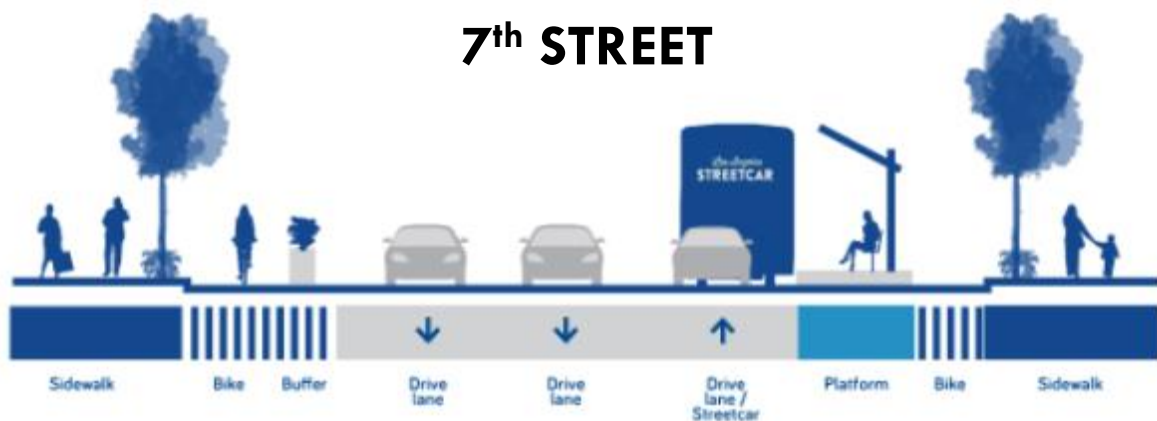
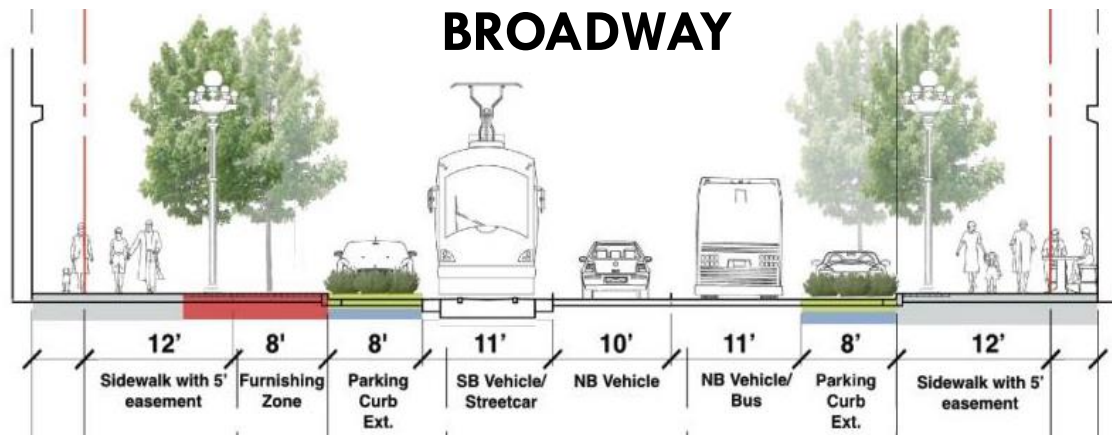
- Reinforces/shares DTLA bus-only lanes, new stops
- Moves more people than cars do while making walking and biking safer
- Adds to clean, safe electric vehicle travel
- Visible new investment in clean mobility
- Smaller than Metro light-rail; sleek, street-running vehicles
- Quiet, sustainable EV power, accessible, and spacious
- First/last-mile connections to regional transit, tourism, residential & activity centers
- Catalyzes and complements complete streets investments (Broadway, MyFigueroa, Pershing Square, etc.)
- Promotes highest and best use of adjacent land, enables DLTA 2040 community plan
- Easy access for strollers, wheelchairs



<https://ericbowers.photoshelter.com/gallery-image/Kansas-City-Streetcar/>

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ZERO-EMISSION EV MULTIMODAL MOBILITY



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ECONOMIC IMPACT STUDY

In 2014 the following induced development was estimated in DTLA for 30 years, specifically resulting from or supported by investment in LA Streetcar:

- 784,000 square feet of new and renovated office space
- 4,500 new housing units
- 26,000 square feet of retail, entertainment, and hospitality-related uses
- 7,700 new hotel room nights annually
- 9,400 new construction jobs in DTLA alone and more than 17,400 construction-related jobs in the City of Los Angeles (750 jobs directly for LA Streetcar construction and 40 permanent jobs)
- 4,700 permanent new office, retail, entertainment, and hotel jobs in DTLA by the end of the study period, and more than 8,500 total jobs in the City of Los Angeles
- \$87 million in unrestricted tax revenues to the City of Los Angeles
- \$67 million in restricted tax revenues to LAUSD and Los Angeles Community Colleges

ANTICIPATED CONTRACT(S)

CM/GC, Design-Build, and P3 delivery methods are being explored

- **~\$20-25M** streetcar stop & track construction
- **~\$30M** Maintenance & Storage Facility (+ X\$ joint development)
- **~\$60-70M** Civil, utilities & street construction (+ X\$ “Grow the Grid”)
- **~\$30-35M** transit systems & traction power
- **~\$50-60M** streetcar vehicle contract
- **~\$300M** operating & maintenance contract for 30 years

2021 WORK PLAN

LASI Contracts:

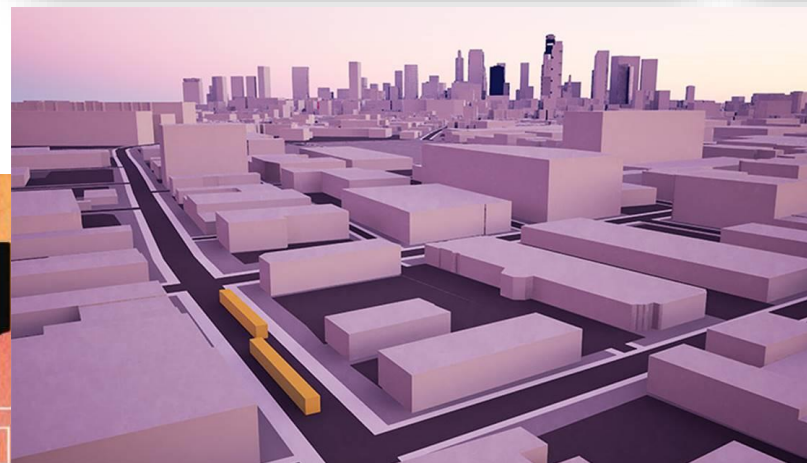
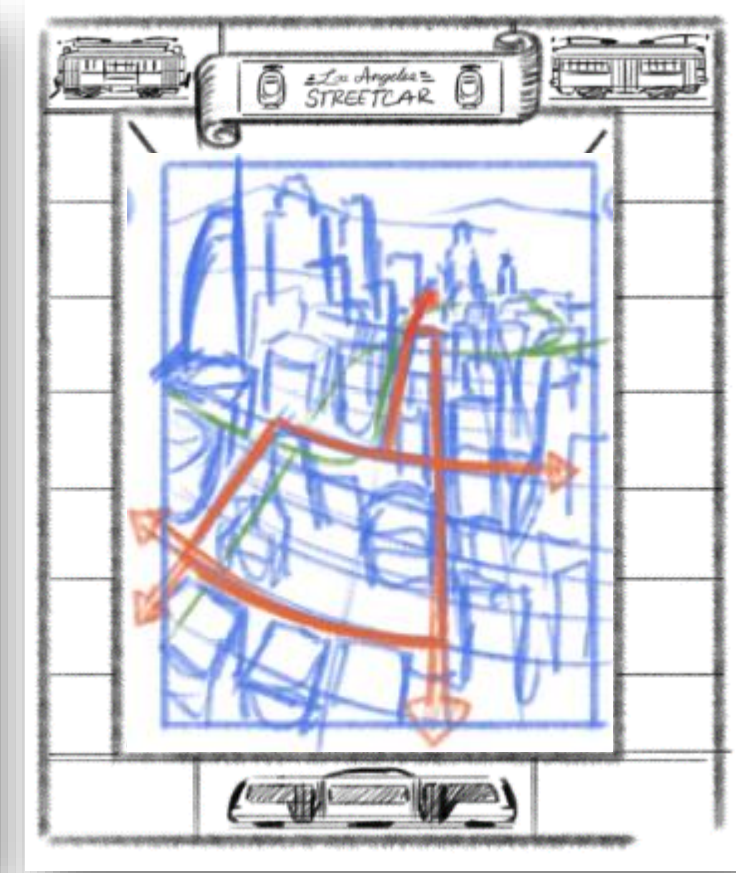
- Grant Application Procurement:
 - LA Metro acceleration
 - FTA “Small Starts”
 - “BUILD” grant and other opportunities
- Other scope: value capture & economic impact study update

City of LA Consultant Project Manager (CPM) Contract

2021 WORK PLAN

Ongoing tasks:

- Develop project maps/visuals
- Develop additional video pieces
- Develop additional visualizations



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SCHEDULE

Phase I:

- *Environmental Clearance & Inclusion in DTLA 2040 Plan (COMPLETE 2019)*
- Complete Funding & Procurement (2021-2022)
- Utility Relocation (2021-2022)
- Construction & Testing (2022-2026)
- **Open for Service (2026)**

FINANCIAL SUPPORT

The project has several time-sensitive funding sources critical to pursue in 2021, including:

- **\$295 million** in operating and maintenance costs committed by the City Council from Measure R Local Return
- **\$12 million** in local capital funding
- **\$85 million** from DTLA-voter-approved and property-owner supported Community Facilities District (CFD)
- **\$200 million** (in 2015 \$) in Measure M funding programmed for 2053-2057
- **\$100-320 million** potentially available from FTA Small Starts grant funding with increased “cap” due to pending 2021 legislation
- **\$XX Billion** available for electrical grid upgrades

FINANCIAL SUPPORT

Capital Cost: \$347M

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

\$85M CFD

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

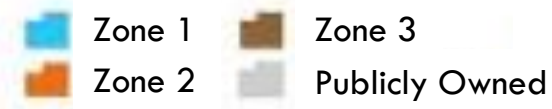
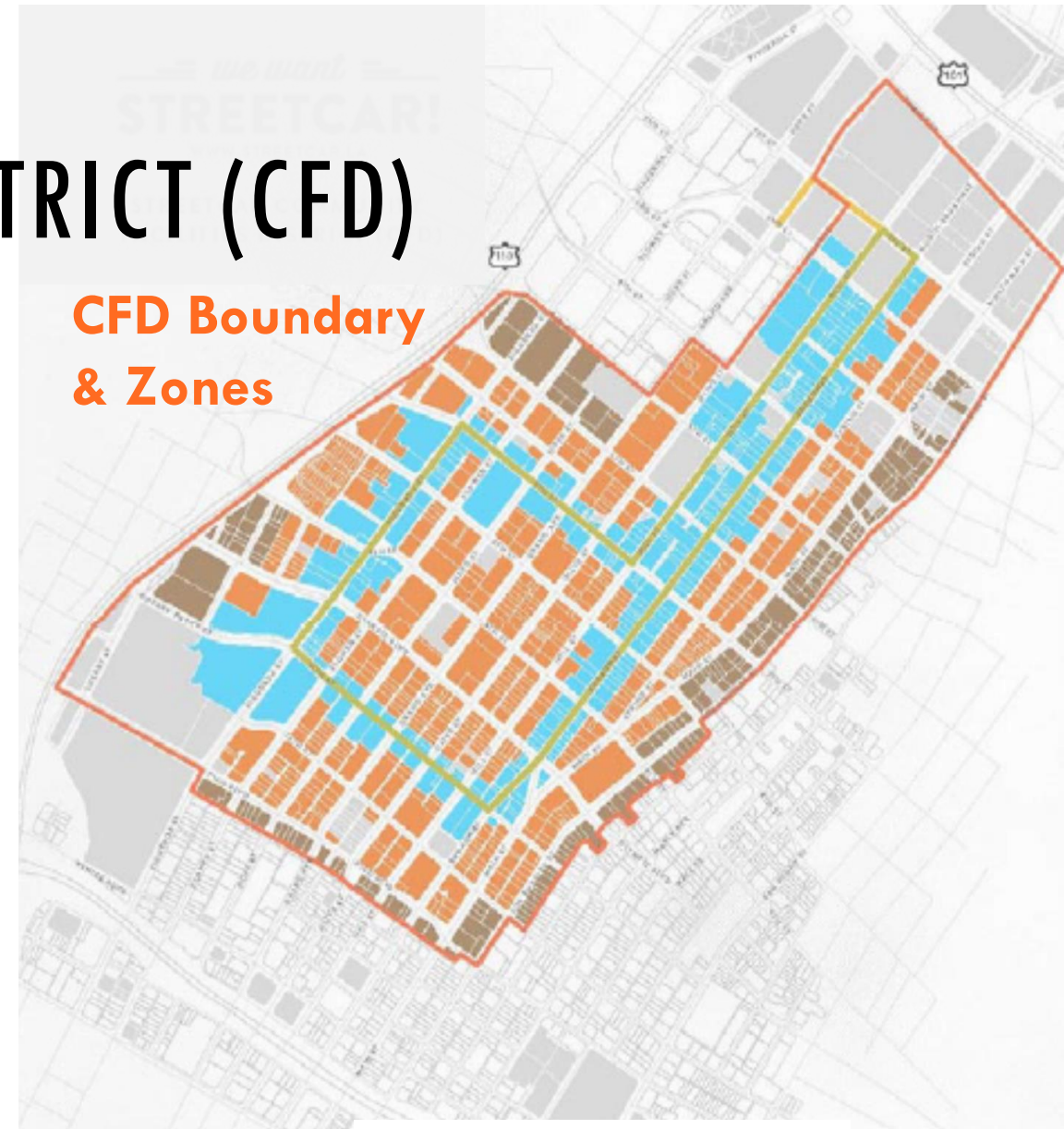
\$100-320M Small Starts within increased caps (pending legislation)

Other state and federal EV and other opportunities

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

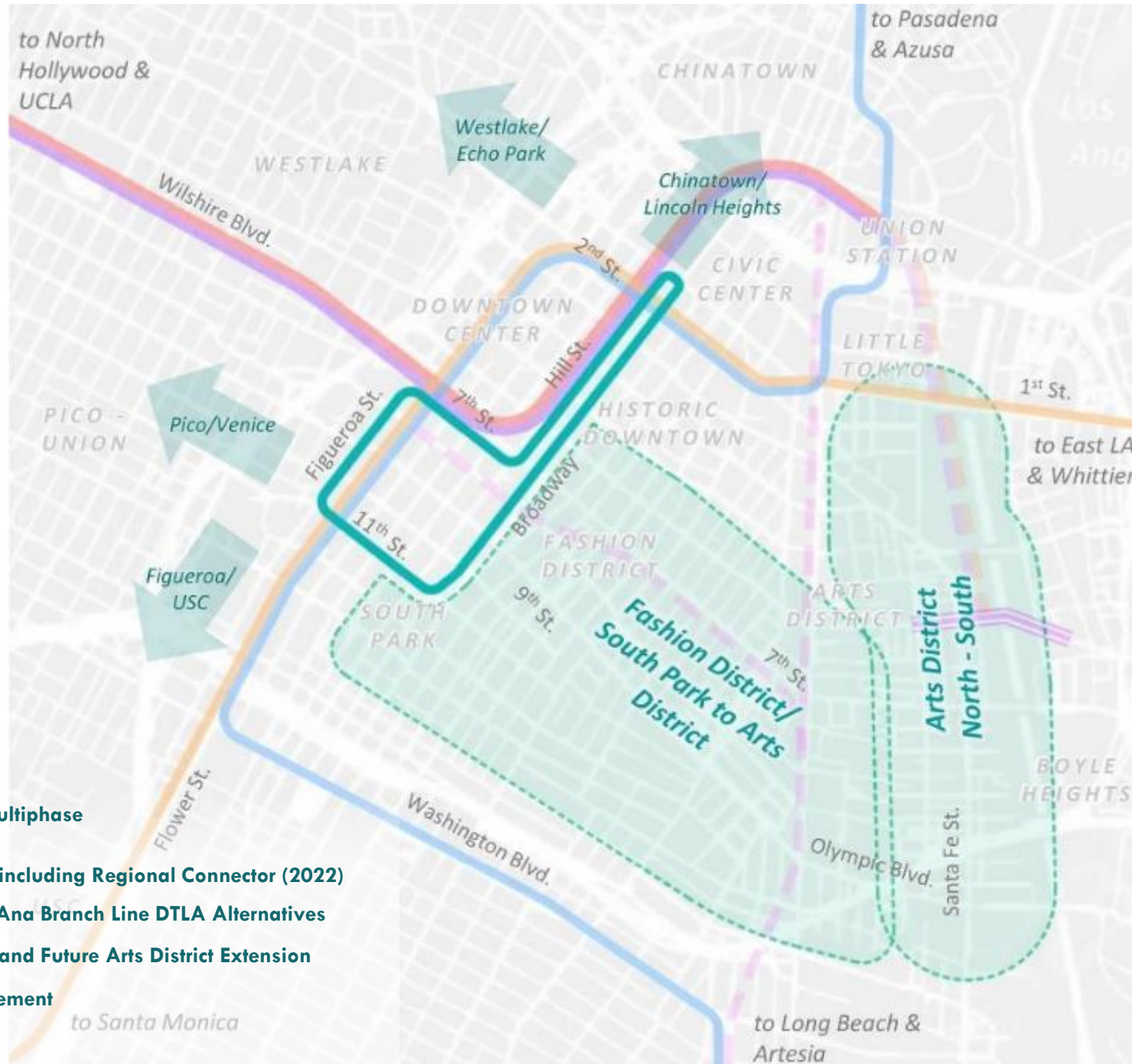
COMMUNITY FACILITIES DISTRICT (CFD)

- Passed by 73% of DTLA voters in 2012
- The CFD enacts a parcel tax to back \$85M in bonding for construction. Tax rate is capped and will be based on bond interest rates in place at the time of the issuance
- Parcel tax is based on the square footage of land and distance from Streetcar route, not the improved value, so it doesn't discourage or penalize development
- CFD tax collections begin 2 years after the City bond council approves issuance of the bonds. For the streetcar this would be about halfway through construction, so bonds would be levied to support construction already underway



MULTI-PHASE SYSTEM

Future phases will help encourage development, improve transit connectivity, and increase valuation “increment” within the proposed EIFD boundary



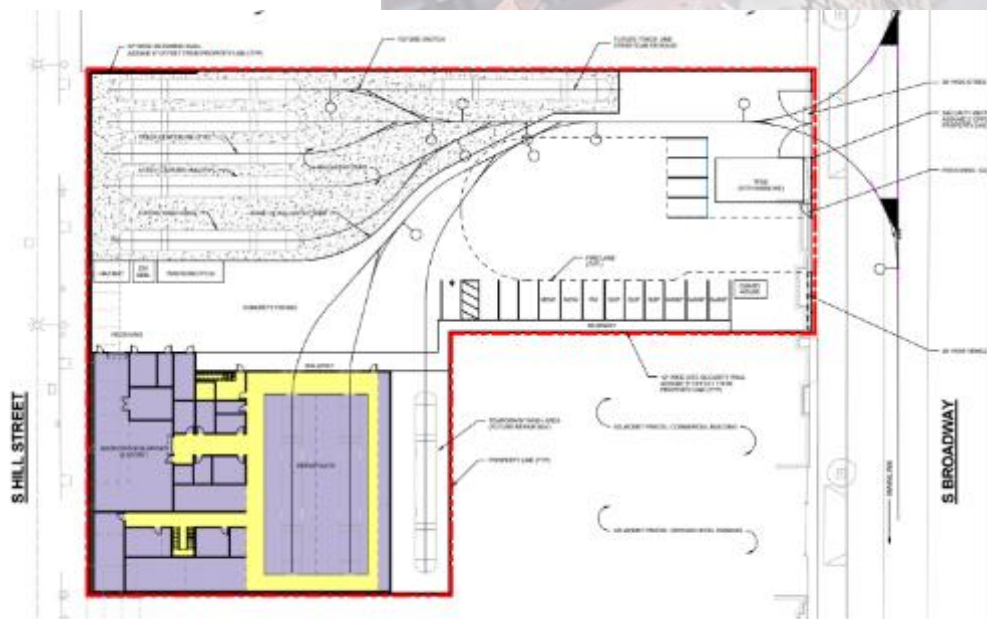
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OPPORTUNITIES — MAINTENANCE FACILITY JOINT DEVELOPMENT

Maintenance & Storage Facility

57,716 SF Site /

19,781 SF Facility



- Affordable Housing
- EV Charging

PROJECT SUPPORTERS

Congressman Jimmy Gomez

Congresswoman Lucille Roybal-Allard

Assemblymember Miguel Santiago

Mayor Eric Garcetti

Councilmember Kevin de León

Councilwoman Jan Perry, ret.

DLANC

Central City Association

Streetcar CFD voters

Metro Measure M voters



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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
- Daniel Taban, Jade Enterprises

A photograph of a city street in Los Angeles, viewed from a low angle looking down the road. The image is overlaid with a semi-transparent red filter. In the center, the text "Los Angeles" is written in a white, cursive script font, flanked by two sets of three horizontal white lines. Below this, the word "STREETCAR!" is written in a large, bold, white, sans-serif font. The background shows buildings, a traffic light, and a streetcar in the distance.

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THANK YOU!

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LEARN MORE BY VISITING US AT **WWW.STREETCAR.LA**

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